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HONG KONG,

TUESDAY, JULY 3rd, 1928.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	12.15	1.15	2.35	3.00	4.20	5.45	7.30	8.45	9.10	10.00
Yau Ma Tei ...Dep.	6.45	8.10	8.35	9.15	10.05	12.20	1.20	2.40	3.05	4.25	5.50	7.35	8.50	9.15	10.05
Shatin ...Dep.	7.01	8.25	8.50	9.30	10.20	12.35	1.35	2.55	3.20	4.40	6.05	7.40	8.55	9.20	10.10
Tai Po Market ...Dep.	7.18	8.42	9.05	9.45	10.35	12.50	1.50	3.10	3.35	4.55	6.20	7.55	9.10	9.35	10.25
Tai Po ...Dep.	7.30	8.55	9.15	9.55	10.45	1.00	2.00	3.20	3.45	5.05	6.30	8.00	9.15	9.40	10.30
Fanning ...Dep.	7.45	9.10	9.30	10.10	11.00	1.15	2.15	3.35	3.60	5.20	6.45	8.15	9.30	9.55	10.45
Shanghaikui ...Dep.	7.57	9.22	9.40	10.20	11.10	1.25	2.25	3.45	3.70	5.30	6.55	8.25	9.40	10.05	10.55
Shamshui ...Dep.	8.11	9.36	9.55	10.35	11.25	1.40	2.40	3.60	3.85	5.45	7.10	8.40	9.55	10.20	11.10
Canton ...Arr.	12.40	1.40	2.00	2.40	3.30	4.45	5.45	6.45	7.10	8.10	9.10	10.10	11.10	12.10	1.10

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—	—	—	—	8.50
Shamshui ...Dep.	7.18	8.05	10.35	11.40	11.55	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05
Shanghaikui ...Dep.	7.35	8.12	10.42	—	12.03	1.03	2.03	3.03	4.03	5.03	6.03	7.03	8.03	9.03	10.03
Fanning ...Dep.	7.50	8.16	10.47	—	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	10.07
Tai Po Market ...Dep.	7.40	8.26	10.57	—	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15
Tai Po ...Dep.	7.44	8.31	11.01	—	12.19	1.19	2.19	3.19	4.19	5.19	6.19	7.19	8.19	9.19	10.19
Shatin ...Dep.	7.57	8.44	11.14	—	12.32	1.32	2.32	3.32	4.32	5.32	6.32	7.32	8.32	9.32	10.32
Yau Ma Tei ...Dep.	8.11	8.58	11.28	—	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.46	8.46	9.46	10.46
Kowloon ...Arr.	8.17	9.03	11.33	12.29	12.54	1.57	2.56	3.56	4.56	5.56	6.56	7.56	8.56	9.56	10.56

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RUMANIAN RULE OF GRAB.

WHY BESSARABIA DRIFTS AWAY.

HIGH PRICES AND LOST TRADE OUTLETS.

[BY SIR PERCIVAL PHILLIPS.]

BUCAREST, Rumania.

One reason advanced by non-critical friends of Rumania why her shortcomings should be regarded tolerantly by the rest of Europe is her value as a bulwark against Bolshevism. They point to Bessarabia and declare that but for the vigilant eye of Bucarest, the army of Soviet Russia would speedily overrun the province and thus become a direct menace to the neighbouring Powers.

This sounds reassuring, but the argument is not generally accepted. Grave doubts have been expressed to me of Rumania's ability to hold Bessarabia against a determined Russian advance. Some experts who have studied the situation carefully even go so far as to assert that if Russia attempted to recover her old territory she would not meet with serious opposition. The Rumanian garrisons are not fit to undertake a strong defensive, and they would in all probability retire to the original frontier.

Bessarabia is thoroughly disgusted with its experience of government from Bucarest. As in Transylvania, the policy of exploitation—"take all and give nothing"—has been thoroughly enforced by the bureaucrats sent to rule this alien possession. The Government realise (although they will not admit it) that their position in Bessarabia has been rendered additionally insecure by the presence on their western flank of a population of Hungarians annexed against their will.

A sudden move by Russia might well bring about the collapse of the new kingdom through its refusal to admit the injustice done to a strong Hungarian minority by the maintenance of an illogical and wholly impossible frontier on the west. Only by rectifying this frontier in accordance with the racial and economic claims of the minority can the Bucarest Government hope to secure the loyal support of Transylvania in the event of an attack on her new eastern province.

The politicians talk glibly of Bessarabia as Rumania, whereas two million inhabitants out of the total population of three million are not Rumanian at all but Moldavian. From the beginning of their involuntary inclusion in the kingdom they have been even less in sympathy with the spirit of Bucarest than that portion of the Transylvania which calls itself Rumanian.

They would see an end to Rumanian rule with pleasure, but the present alternative is worse, for they are not Bolshevik in sentiment. Russia's aim is the creation of a Moldavian, Soviet State, but her propagandists have had but little success. What Bessarabia wants is a Government of its own. Under the short-lived Averescu Cabinet, the province was granted a species of local autonomy in the summer of 1923. But this was revoked when the Liberals returned to power. A High Commissioner sent from Bucarest displaced the local officials with the usual horde of party appointees from the old kingdom, and the old abuses crept back again.

Must Buy, But Cannot Sell.
Another cause of resentment is the economic policy which, as in Transylvania, discriminates unfairly in favour of the old kingdom. Bessarabia must buy in Rumanian markets, but she has difficulty in selling her own products on equal terms. Her wines are better than Rumanian wines, but restrictions are placed on their sale. She needs such articles as leather, agricultural implements, and clothing which formerly came from British managed mills and factories in the Donets basin.

Now that Russian markets are closed, all supplies must come from Bucarest. Prices are almost prohibitive, and the cost of living is now as high as in the capital.

(Continued on next Column).

EARL HAIG'S WISH.

NO STATUES.

LADY HAIG AND THE BEST MEMORIAL.

Lady Haig at the closing session of the British Legion Conference at Scarborough showed her great sympathy with the unemployed ex-Service men.

A resolution was submitted claiming that the best tribute the Legion could pay to the memory of its late president, Earl Haig, would be in the substitution of work for relief, and urging the council to call on all area councils to submit schemes for absorbing unemployed ex-Service men in their areas, and also to set up a national movement urging all employers to give prior consideration to ex-Service men.

For The Men Who Fought.

Lady Haig, who was received with great cheering, spoke in support of the resolution. She said: "I am very thankful for being given a chance of saying what I know my husband would wish as a memorial to him. He would not wish a statue. He would not wish anything except to help the men who fought and won the war."

He always felt that money should only be spent on helping unemployed ex-Service men, and he would be proud to see you working for them at this meeting to-day. I know my husband would wish the adoption of a scheme of this kind as a memorial to him.

The resolution was carried, as was one instructing the executive to take steps to obtain an amendment to the Unemployment Insurance Act, (1927) to give the British Legion direct representation on the Board of Referees. It is only by that means can the interests of ex-Service men be safeguarded.

MISS GLADYS COOPER.

RUMOUR ABOUT SIR N. PEARSON TRUE—AFTER ALL!

LONDON, June 15th.

Miss Gladys Cooper and Sir Neville Pearson, Bt., were married to-day at the Registry Office at Dorling.

The bride and bridegroom scrambled over a garden fence surrounding the building to avoid the crowds, which had gathered. A decree nisi was made absolute on June 11th against Sir Neville's first wife, formerly Miss Mary Mond. The latter was quietly remarried in London yesterday to Mr. C. W. Hordern, the son of an ex-Indian Civil Servant.

Bessarabia's principal exports, which include timber and cereals, have no outlet to the Black Sea ports. Her merchants and traders feel that they are being unjustly discriminated against. Russia has been quick to see the propaganda value of their discontent and the usual alluring promises have been made to induce the population to turn again in her direction.

Under Martial Law.
Very little is known of present conditions in the province. Martial law is in force and travellers are not encouraged to wander about freely. Criticism of the Government is not permitted, and the attempts of the people to voice their grievances at public meetings have been ruthlessly suppressed.

Those familiar with the methods of administration during the past five years tell me that the province, instead of being brought into closer relationship with the kingdom of which it is now an important unit, has drifted farther away. As a consequence, the peasants are now solidly aligned with their brethren in Transylvania and the Bukovina in demanding a new order of things.

If Rumania is to hold together she must make a resolute and sympathetic effort to pacify the diverse peoples who have been subjected to her domination. No effort in this direction can possibly succeed, however, until her statesmen admit the futility of continuing to hold territory which rightfully belongs to her neighbour Hungary.

If she is to be a real bulwark against Bolshevism, she must first ensure the stability and loyalty of her western provinces and make friends instead of enemies within her real frontiers as well as beyond them.—Daily Mail.

DIARY OF EVENTS.

To-day.

(July 3rd.)

M.C.L. Ladies' Whist Drive, Helena May Institute, 3.30 p.m.
Sale of Crown Land.—New Kowloon Inland Lot 1197, Shamshui Road; Inland Lot 2762, Morrison Hill Road; Kowloon Inland Lot 2120, Tai Kok Tui; Kowloon Inland Lot 2121, Tai Kok Tui.

Queen's Theatre: "Rookies."
World Theatre: "Winners of the Wilderness."

Star Theatre: "Millionaires."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Sphinx), 10 a.m.

Wednesday.

(July 4th.)

Declaration of American Independence.

Jumble Sale, City Hall, 10.30 a.m.
American Community "At Home" Lane, Crawford's Restaurant, 4 to 6.30 p.m.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.20.

World Theatre: "Winners of the Wilderness."
Star Theatre: "Millionaires."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Vancouver and Europe via Siberia (Empress of Russia), 10 a.m.

Thursday.

(July 5th.)

Annual General Meeting, Hong Kong Football Association Volunteer Headquarters, 4.30 p.m.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.20.

World Theatre: "Cradle Snatchers."
Star Theatre: "Blonde or Brunette."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe via Suez (Kashmir).

Friday.

(July 6th.)

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.20.

World Theatre: "Cradle Snatchers."
Star Theatre: "Blonde or Brunette."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday.

(July 7th.)

Golf: Captain's Cup, Fanning.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.20.

World Theatre: "Cradle Snatchers."
Star Theatre: "Blonde or Brunette."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Khyber), 10.30 a.m.

Sunday.

(July 8th.)

Golf: Captain's Cup, Fanning.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(July 9th.)

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Tuesday.

(July 10th.)

Sanitary Board Meeting, 4.15 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

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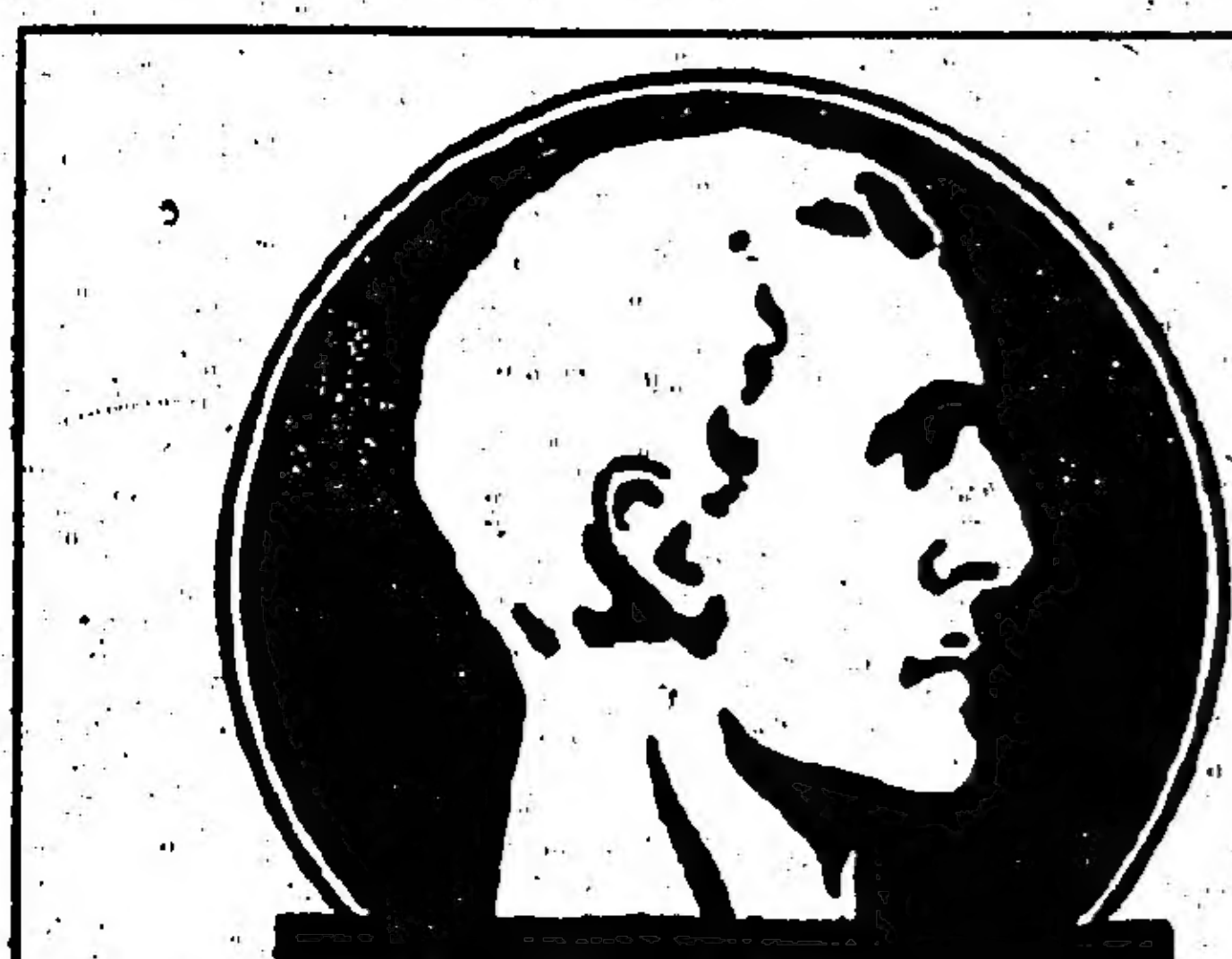
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MEANWHILE—WHY NOT MORE VARIETY IN MEN'S DRESS.

[By THE VERY REV. W. R. INGE, D.D., Dean of St. Paul's.]

"What would you do with London?" I understand that this is an examination paper which the Editor is setting to several victims. I used to be rather good at examination papers. But this is a "stumper." I feel like the examinees in "The Vulture and the Husbandman," when—

The time is come, the Vulture said,
To talk of many things,
Of accidents and adventures,
And lists of Jewish kings,
How many notes a sackbut has,
And whether shawms have strings.

I could save trouble by saying, "Why, abolish it, of course." But my official residence is in London.

I will divide my answer, like a sermon, into three heads. (1) Things which I should do at once. (2) Things that may happen soon. (3) The eschatological section—the last end of London.

Under the first head come certain reforms in our manners and customs.

Too Much Noise.

When I was in America more than twenty years ago, I was delighted to see a notice in New York to the effect that "anyone spitting on the streets, or side-walks, or in any public place is liable to a fine of five hundred dollars, or a month's imprisonment, or both." I should like to introduce this law into England. No city can have any claim to rank as civilised, in which this disgusting habit is allowed to go unpunished. I know most European capitals, and I do not think that any of them allow their pavements to be in such a heasty condition as the streets of London. The thing is a disgrace.

Next, I would abolish all street-cries, especially yelling newsboys. I cannot see why our eyes and noses should be protected against offensive molestation, while nothing is done for our ears. In many Continental cities there are small little kiosks in all the chief streets, where newspapers can be bought in a civilised manner. Thirdly, motor-bicycles are too dangerous and too noisy to be tolerated within the boundaries of a city.

Those Trams!

Fourthly, I would abolish trams running on rails. They may be convenient in bringing people from the suburbs, but inside a city they are a nuisance. Fifthly, I would relieve the congestion by abolishing all private buses. (But I admit that I am a shareholder in the "General.")

Last but not least, I would take drastic steps to abolish smoke and purify the air. There was a letter in the Times a few weeks ago from one of my brother deans, who described a smokeless fuel which he had installed in his house. He described it as warm and economical. I suppose, therefore, that the thing can be done, though I know nothing about these matters.

This, however, I can testify, that there are manufacturing towns on the Continent—I am thinking especially of Gothenburg in Sweden—where there is not only no smoke, but not a speck of dirt anywhere. In England we have to wait for a coal-strike to see London as it ought to be—a beautiful city, though not quite equal to Edinburgh, Paris, and Vienna. The expense of abolishing smoke would, I suppose, be enormous; but so is the expense of keeping it. I am told that a post-mortem on a Londoner reveals that his lungs are almost black.

I pass to my second heading—changes that are likely to come about before long.

Mosquito Planes.

The most pressing is the traffic problem, which seems to become more desperate every year. As it is equally bad in New York, and not much better in Paris, I suppose there really is no remedy. But thirty years hence we may all be flying in mosquito-like dwarf aeroplanes, which will jump standing, without a long take-off. This will relieve the congestion, but it will necessitate great changes in house-construction, and will enormously enlarge the suburban area.

I suppose the Babylonish-American style of architecture has come to stay. The future belongs to the mammoth tenement-house, and, at the other end of the scale, to the bungalow. The Englishman's house will no longer be his castle; he will dwell in a flat, with perhaps a seaside residence not much larger than the tub of Diogenes. And I

suppose a hive of aeroplanes will be accommodated on the roof of the Babylonish-American piles.

Population.

The introduction of cheap private aeroplanes will have an important effect on the growth of London. Somewhere about the beginning of the century the authorities in providing for the future water supply of the Metropolitan, tried to calculate for how many persons London might ultimately have to provide. I believe they guessed that the population would reach a maximum of twelve or twelve and a half million. I doubt whether this number will ever be attained. My calculation, as I said in these columns a few months ago, is that our numbers will begin to decline slowly soon after 1911. I based this estimate on the tendency of the birth-rate and death-rate to approximate to each other. But two other contingencies have to be taken into account.

London, as it is, is possible only as the centre of the wealth and commerce of the world. The British Isles, with an area of 121,000 square miles, could not support a capital with eight million inhabitants. If this primary leaves us and moves across the Atlantic to New York, London may have to shrink instead of expanding any further. Our business men just now are not pessimistic, but they no longer look forward to unlimited progress as they did in Queen Victoria's reign.

Sprawling Suburbs.

The other contingency is that the suburbs may sprawl over all the Home Counties and beyond them. The business man of the future may travel to his office in the City every morning, not from Surrey or Hertfordshire, but from Dorset or the Cotswolds. A hundred miles an hour will be a moderate speed for his little aeroplane. London will more and more become a town of shops and offices, like the City at present. Garden cities, perhaps fifty miles from London, will be erected for people of small means. All this will make it easier to clear away slums and beautify the streets.

There is one other change, which would make the aspect of London much more cheerful—I mean a reform in male dress. The present costume of civilised man has every possible disadvantage; it is expensive, uncomfortable, and ugly. It is not even democratic. It was often remarked that everybody looked a gentleman in khaki; but this cannot be said of a man in an old and badly made tailor's suit.

I would have plenty of variety. Each trade or profession would have its own uniform, all picturesque, simple and comfortable. The leisured classes—dukes, tramps and men permanently on the dole, might be condemned to wear the old costume.

10,000 Years Hence.

The eschatological section of my discourse shall be short and awful. If we look far enough ahead, London is threatened with disaster from two natural movements—the encroachment of the sea and the next glacial age. Which of the two will catch us first is doubtful; but we can hardly escape them both.

There was a time when the Thames flowed into the Rhine; now our eastern coasts are sliding down into the sea by great chunks every year. Where will the coastline be ten thousand years hence? The next ice-age may be expected. I am told, from ten to twenty thousand years. We shall have a long warning, and be able to migrate to some more genial clime, if we can find one; but London will be as undesirable a place of residence as some town in Alaska or Greenland.

These predictions will fail to make our flesh creep. We have a long lease of our present home, and plenty of time to build "Jerusalem" (if that is the town we prefer to resemble) "in England's green and pleasant land." It is a pity that no one can construct a Time-Machine, on which we could travel backwards or forwards at will. We should be entranced by the beauty of the City in the sixteenth century; it was rather like Oxford, but finer. What should we find 300 years hence? Should we wish to stay there, or should we hurry back, and draw a long breath as we recognised the Tower Bridge, St. Paul's, Bank House, and Finsbury Station?

But I see the examiner with his blue pencil marking a large "gates" on my paper.

MURDERER IN HYSTERIA.

TRIAL HELD UP.

DEATH SENTENCE FOR KILLING RECLUSE.

Sentence of death was passed at Cornwall Assizes at Bodmin on William John Maynard, aged 38, a rabbit-trapper, for the murder of Mr. Richard Francis Roadley, aged 54, a wealthy recluse, in his cottage at Tison, near Bude, on February 18th.

The jury took 50 minutes to reach their verdict of Guilty. Asked if he had anything to say before being sentenced, Maynard, who was very pale, replied, "Not guilty, my lord."

Maynard heard the sentence with bowed head and was led from court supported by two warders.

Prisoner's Evidence.

Maynard gave evidence in clear tones. He said he was a rabbit-trapper and smallholder, married, with a son aged eight. He had "a nice little bungalow" that cost £500, and also owned a pony and trap and motor-car.

Mr. Elliott Batt (for the defence): Did you ever attack Mr. Roadley? I do not think I have seen him for 14 or 16 years.

Maynard said he never slept in the police station on Sunday night, February 28th. There were two policemen with him in the guard-room the whole night.

"Next morning," he said, "the police said they were looking for a button missing from Mr. Roadley's jacket. They pulled me about to see if I had it and searched my clothes for bloodstains. The police were always making me 'mazed' with questions. They wanted me to confess. They called me all the blackguards they could name."

"They Held My Hand."

Asked if he remembered making to the detectives the statement implicating Harris, Maynard replied, "No, I don't remember. They made that statement themselves. They held my hand and worked my fingers to make me sign it."

Mr. Raynor Goddard, K.C. (for the prosecution), producing the statement, asked, "Do you say someone was holding your wrists when that was signed by you?"

Maynard (in a loud voice): Yes. There were four of them holding me. I had to, or be half killed.

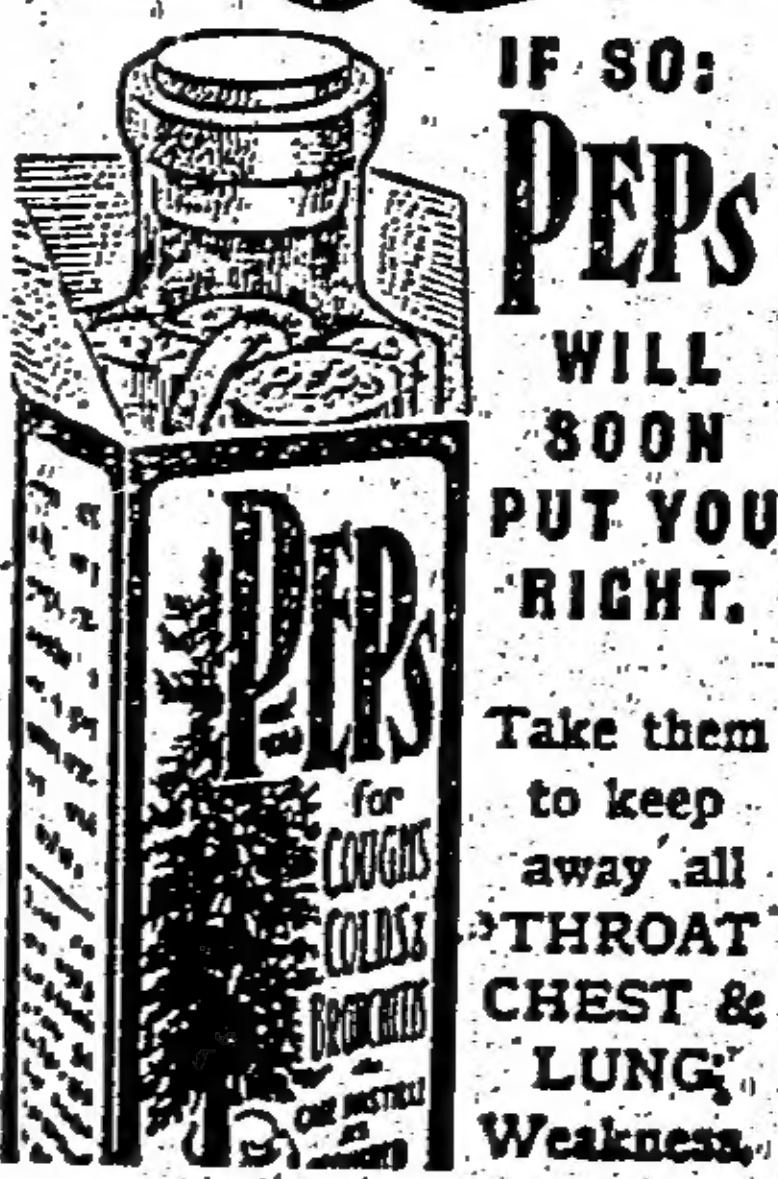
When Mr. Justice Swift resumed his seat after luncheon, he said: It is reported to me that since the adjournment the prisoner has become indisposed, and is not ready to go back into the witness-box.

Dr. Watson, of Wrixton Prison, answering to Mr. Justice Swift, said: I do not think the prisoner is able to appreciate the proceedings thoroughly. He is only just recovering from an acute attack of hysteria.

Mr. Justice Swift adjourned the court. When the court resumed, Maynard was given a seat in the dock.

Mr. Justice Swift summed-up. He said it was not until Maynard went into the witness-box that anything was heard of the suggestion that the police concocted one of the statements and used violent methods to get his signature.

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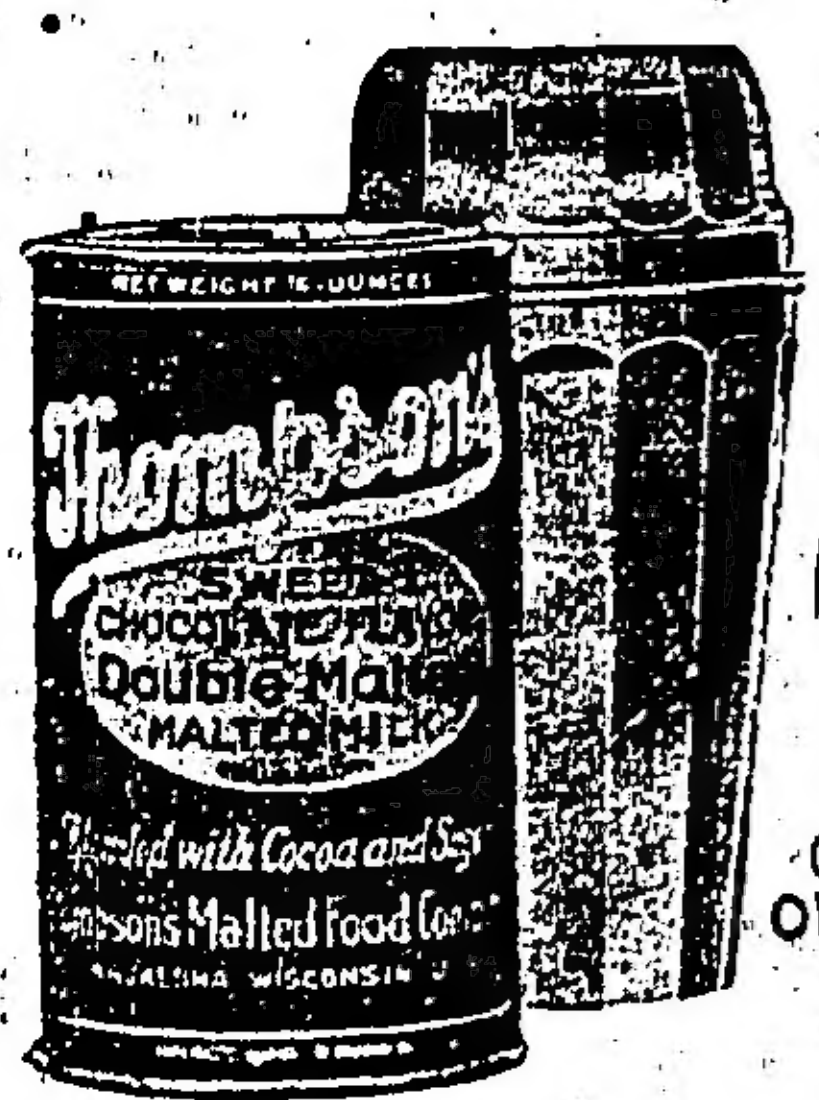
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COMBINATIONS IN INDUSTRY.

A GROWING MOVEMENT.

SEVERAL INTERNATIONAL COMBINATIONS HAVE BEEN ESTABLISHED.

DANGERS OF STATE INTERFERENCE.

[By HAROLD COX.]

That there is an increasing tendency among leaders of industry to organise trade combinations is a matter of common knowledge. The movement takes two forms: in some cases firms which still maintain their separate identities are linked together in a federation or cartel, for purposes of common defence and common advantages; in other cases separate firms are completely amalgamated in a single unit or "combine." Both forms of this modern industrial movement are far advanced in the United States and in Germany. They are less developed in Great Britain, but have undoubtedly gained ground in the past few years. The movement is also progressing in France and in Belgium, and in other European countries. Not in this modern industrial movement confined to national areas. Already several international combinations have been established, and there are prospects of the creation of more in the near future. The international as well as the national importance of these developments is fairly obvious, and special attention has been devoted to the matter by the League of Nations.

Two very interesting studies of the subject have already been issued by the Economic and Financial Section of the League of Nations. One is by M. Paul de Rousiers, of the Ecole des Sciences Politiques, and the other by Dr. Kurt Wiedenfeld, of the University of Leipzig. Both these professors take the view that on balance industrial and commercial combinations are an advantage to the world.

Over-Production.

Broadly speaking the tendency to form combinations has its origin in the rapid development of mechanical methods of production. With the aid of modern machinery we can now produce goods at a pace that was hardly dreamt of a hundred years ago, and the result is that in many cases the power of production has outrun the world's capacity for consumption. In the earlier years of the nineteenth century, and, indeed, during the greater part of that century, there seemed, so far, at any rate, as British trade was concerned, to be an almost insatiable demand for the goods that machinery was able to produce. New factories were constantly being built—often by incipient capitalists who had worked their way up from the position of machine minders to the position of mill managers—and these new factories speedily found a market for their output. To-day, except in the case of new industries created to meet a new world demand, such as the motor industry, the need for additional factories in Great Britain has practically ceased. Our trouble now is to find work for many of the factories already in being.

Many of these factories are regularly losing money, and it is obviously more economical to close down the least efficient works, and to concentrate production in the works that are best designed, and are best equipped with up-to-date machinery. The process of closing down is necessarily painful both to the owners and to the workpeople employed. But the pain can be diminished by amalgamation, for the big new company can make generous arrangements for softening the losses. The concentration of the work will reduce costs of production, and thus give it a chance of recovering markets that under the old system had been lost.

Merchant and Manufacturer.

There is the further question of marketing. One of the defects of our present English system of trading is the almost complete separation of the merchant from the manufacturer. This did not perhaps matter much when England was the "workshop of the world," but now that other countries have learnt the arts of machine manufacture British manufacturers cannot wait for orders.

They must seek customers for their products. In many cases this can only be done successfully by the establishment of some definite link between manufacturers and merchants, so that the manufacturing side of business may be kept constantly informed as to the special wants of each market, while the merchant side tries to push the goods that the manufacturer can most profitably produce. It is important to note that the division between merchant and manufacturer which prevails in England hardly exists in foreign countries. As Dr. Wiedenfeld remarks: "The German conception of business covers not only the organisation of production, but also market relations, and seeks means of accommodating the latter to the requirements of production." On the other hand, in England "there is a decided tendency towards individualism and empiricism, a temperamental dislike for systematisation and organisation."

Needless to say, it is not always easy to form amalgamations, particularly in England, where the spirit of individualism, with the splendid traditions of national progress behind it, is happily ingrained in the average man. Even where an amalgamation has been formed difficulties arise. Each of the managers of the different factories that have been grouped together has his own individual outlook, and wants to push the business of his factory, regardless of other factories in the amalgamation. If, in order to check this separatist spirit, a strong central control is established at headquarters, it becomes difficult to avoid the evils of bureaucracy. Another disadvantage of amalgamation on which M. Rousiers lays stress is that the multiple firm, if it has secured by State aid a virtual monopoly of the home market, may, in order to expand its business, sell cheaper abroad than at home. As an illustration, he mentions that the German Potash Syndicate used to dump potash at a knock-out price in the United States, with the result that German farmers paid more than American farmers for German potash.

Question Of Tariffs.

Incidentally, this point leads up to the question of tariffs; for if industrial combines become international, as many probably will do, the heads of the combine will organise the trade as they think best, regardless of the politicians who have devised the tariffs. As Dr. Wiedenfeld puts it: "There is no doubt that a protective duty on goods controlled by an international cartel is losing its *raison d'être*." On the general question of international trade he reaches the sound conclusion that world competition is keenest in respect of raw materials and semi-manufactured goods produced under conditions of mass production, and that competition tends to diminish in intensity in the case of finished goods more or less adapted to individual requirements. Happily good many English manufacturers are realising this fact, and there is a distinct tendency to concentrate on the production of high-class goods for special markets. If this tendency can be combined with the development of closer relations between merchant and manufacturer we shall be able to bear with comparative equanimity the threatened decline in our cruder industries, such as the mining of coal and the spinning and weaving of the lower grades of cotton and wool.

M. Rousiers' general conclusion is that, as long as combinations are purely voluntary, they can do little harm, and may do much good. It is when governments intervene to make the trust compulsory, as the German Government did with the Potash Syndicate in 1909, that the evil of monopoly arises. In the United States, where the trust movement is purely voluntary, it only succeeds in covering a portion of the industry, and rival firms continue to flourish. Thus the public secures the benefits of competition as well as the economies of combination. —Sunday Times.

M.P. IN WHISKY-RUNNING DEAL.

7,500 CASES FOR UNITED STATES.

DISPUTE OVER SCHEME THAT FELL THROUGH.

How a member of Parliament was financially interested in a scheme to ship whisky to the United States was described during the hearing of an action before Mr. Justice Wright in the High Court, in which Sir Harry Seymour Foster, Conservative, M.P., for Central Portsmouth, of St. James's Court, Buckingham Gate, Westminster, claimed damages for alleged breach of agreements, and the return of a bill of exchange for £3,500 and a declaration that it was void.

The defendants were Messrs. J. D. Driscoll and A. S. Miller, trading as the Tower Trading Syndicate, Harp-lane, London; Mr. F. A. Lindsay, Mark-lane, London; and Mr. A. H. Attfield, of Worthing, Sussex. The scheme did not fructify, as the whisky was never got out of bond. It was stated that Sir Harry expected a £4,500 profit from the deal.

Mr. W. A. Jowitt, K.C., for Sir Harry Foster, said he understood that if whisky could be shipped to the United States and sold there handsome profits could be made.

27/6 A Case.

One defendant, Mr. Attfield, pleaded that he was not a party to the contract, and that the transaction was illegal and contrary to public policy.

Under the contract Mr. Lindsay, who was a whisky distiller, was to sell to Messrs. Driscoll and Miller 7,500 cases of Scotch whisky at 27/6 a case, but as both men were young and had no money it was arranged that Sir Harry Foster should finance the scheme by giving a bill. Mr. Attfield, who knew the ropes, was to sell the whisky in the United States.

It was agreed that the bill drawn by Sir Harry Foster should be accepted by Mr. Attfield and then endorsed over to Mr. Lindsay, who would hold it as security. The whisky was to be shipped from Louth or Glasgow to Dublin, and then placed in another ship, the *Wearholme*, which was bought for the purpose. To enable Messrs. Driscoll and Miller to buy the ship, Mr. Lindsay advanced £2,500 and Sir Harry Foster £1,000 on mortgage.

The contract expressly anticipated that Mr. Lindsay would do what was necessary to satisfy the requirements of the Customs authorities and enable him to ship the whisky, but instead of giving a delivery order from bond, he gave merely a transfer in bond, with the result that the whole scheme broke down.

Unstamped Bill.

The bill given by Sir Harry Foster was not stamped, and it was alleged that Mr. Lindsay altered and stamped it. The case turned largely on the construction of the contract, which placed on the seller the obligation of getting the whisky out of bond.

Sir Harry Foster, giving evidence, said when he found that Messrs. Driscoll and Miller had borrowed £500, with the whisky as security, he paid the money-lenders £575, which included £75 interest for one month.

Asked if he knew that the whisky was to be run into the United States in defiance of the law, Sir Harry said he understood Mr. Attfield had purchasers who ultimately intended to take the whisky to the United States.

Mr. Bevan, K.C., has Mr. Lindsay given delivery of £10,000 worth of whisky—I cannot say what it is worth.

You entered into this as a co-adventurer—I suppose we were all co-adventurers in a sense.

The hearing was adjourned.

ESCAPE BY SEA.

STORY OF PLOT TO DODGE SYDNEY INQUIRY.

SYDNEY.

Mr. Arnot, the local representative of the English engineering firm of Babcock and Wilcox, was recalled before the commission inquiring into charges of corruption against the city council. It is alleged that certain members of the Socialist council in power in 1925 demanded more than £10,000 from Mr. Arnot's firm as the price of the municipal power-house contract being given to the firm.

At the last sitting of the commission ex-Alderman Holdsworth suggested that Mr. Arnot had received the money from Messrs. Babcock and Wilcox and had retained it for his own purpose.

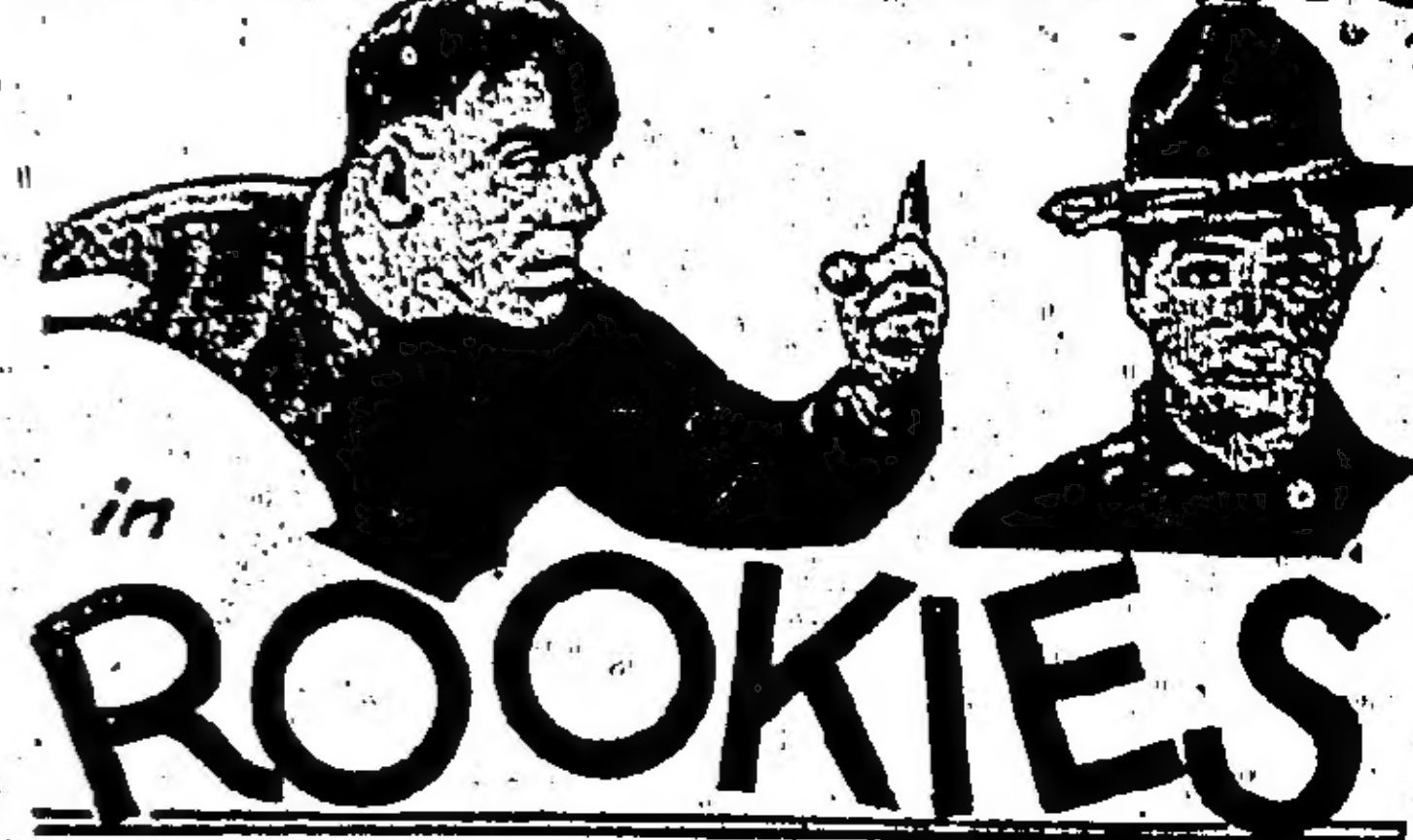
In the course of the hearing Mr. Arnot's banking account was produced. He declared that certain large deposits of money were the proceeds of sales of land and orchard produce.

The solicitor, representing Mr. Maling, the deputy-manager of the Sydney Electricity Department, stated that Mr. Albert, the alleged intermediary for the receipt of the money, had advised him to get his client out of the country.

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BAYER

TALKING FILM LAW SUITS.

NEW RIVAL ALARMS U.S. THEATRELAND.

STAGE LOSSES.

"Talking films," the sensation of America—where 900 theatres have already installed one or other of the systems—have given great consternation to American theatrical producers, who are seeking ways and means of imposing legal restrictions on the new invention, says the *Daily Express*.

Two test cases of immense importance to talking-film development will shortly be fought in the New York courts. One concerns an existing full-length talking film, "The Jazz Singer," said to have been booked by more than 200 cinemas, with the result that theatrical companies touring with the stage version are alleged to have suffered great loss, not only because the film-and-music version is a serious competitor in itself, but because it features Mr. "Al" Jolson, creator of the original stage success.

"Show Boat."

The second action, it is stated, will be brought by Mr. Florenz Ziegfeld, the famous "Follies" producer, against the Universal company, promoters of the screen version of "Show Boat," which it is proposed to produce with full sound, vocal and music effects, including all Mississippi river noises, brass band and dress parades in riverside towns, and the entire performance of the floating troupe whose fortunes provide the drama.

This action, it is stated, will seek to establish that all existing film contracts based on stage plays or musical performances apply only to the "silent" rights in such material, not to music or spoken words, and that this exclusion applies also to original music that may be provided for talking film versions of such plays or performances.

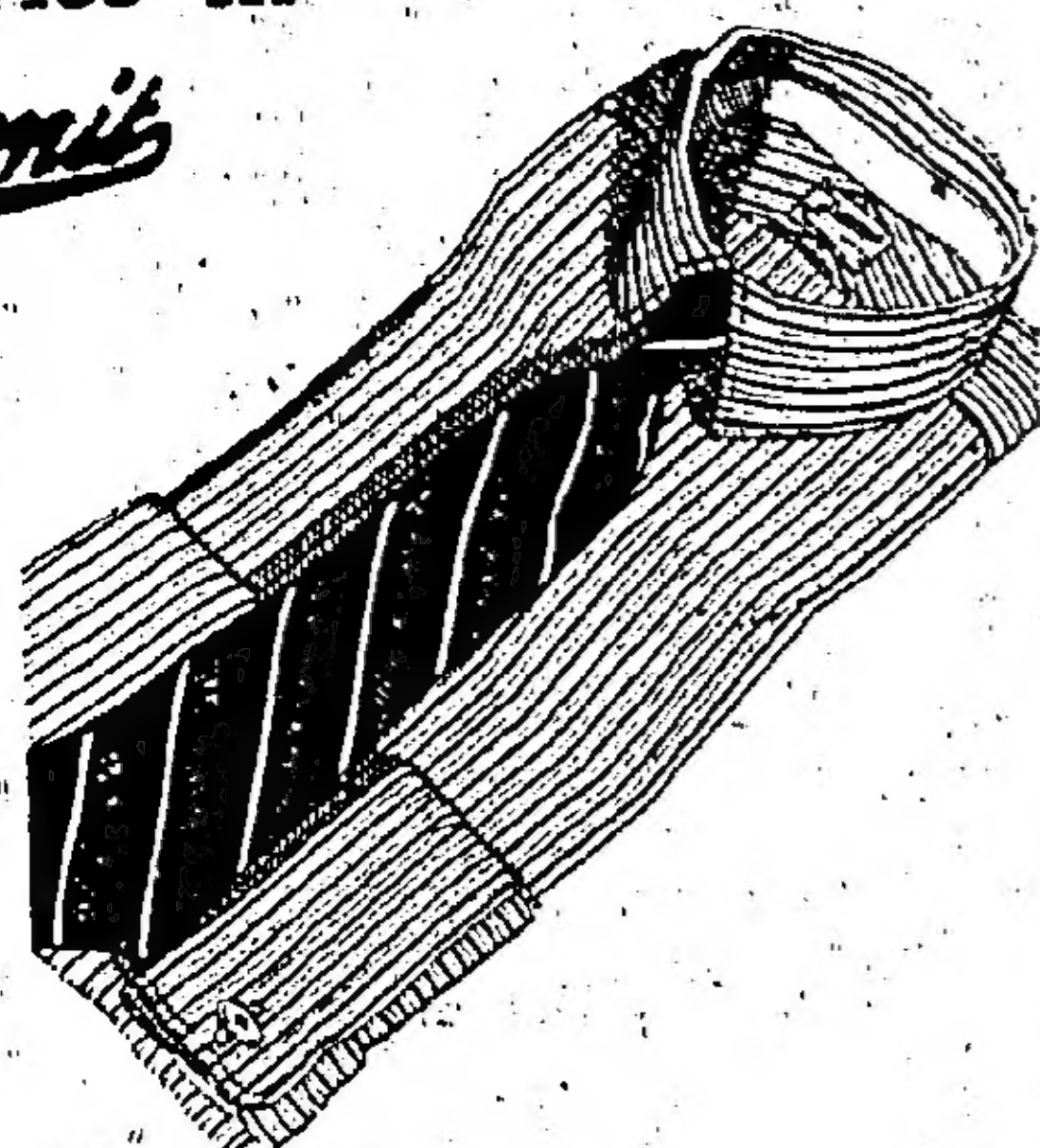
Mr. Jesse L. Lasky, the famous American film impresario, speaking at a luncheon given in London, prophesied that in the future sound films would supersede silent films. "The process of developing the sound film," he said, "has definitely and positively arrived."

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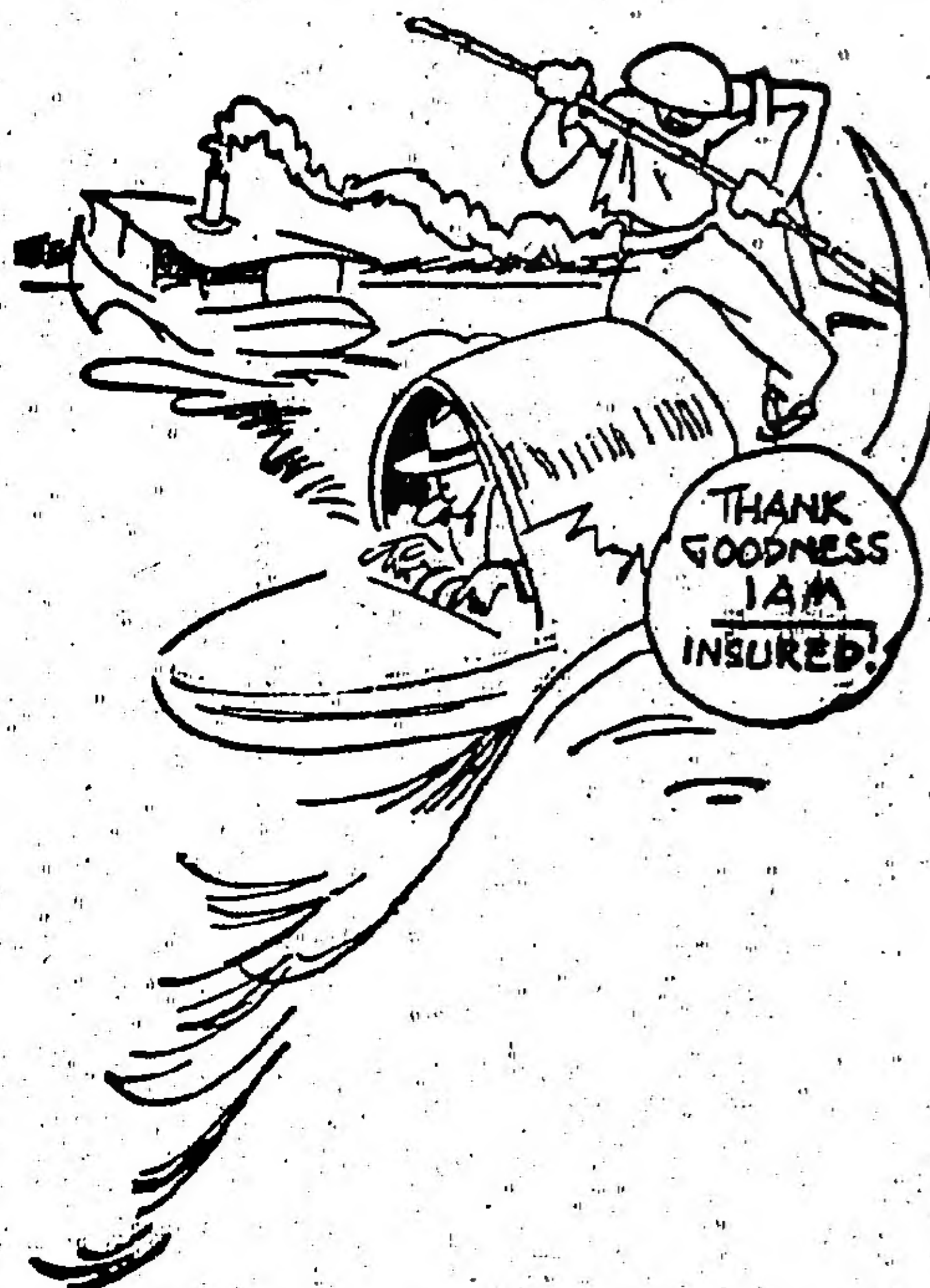
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GREAT AIRCRAFT MARKET.

CANADA'S NEEDS.

U.S. SEIZING THE CHANCE.

BIG ORDERS: ENGLAND IS MISSING.

TORONTO.

The purchase here of 20 Moth aeroplanes for the use of as many aero clubs formed at the instigation of the Government for the training of pilots impressively illustrates the growth of "air mindedness" in Canada, writes a *Daily Mail* correspondent.

Commercial flying in this country after years of devoted effort by its pioneers is now progressing with giant strides. It is confidently predicted that Canada is destined to possess perhaps the largest commercial air fleet in the world.

Unfortunately this phenomenal development is proceeding, except in the case noted above, without sympathetic co-operation of aircraft manufacturers in Great Britain. Its profits and opportunities are being monopolised by United States enterprise with a thoroughness that is matched only by the United States domination in the motor-car market. In the whole of Canada, I am told, there cannot be found an English aeroplane of more than 50 h.p.

The full implications of this situation were brought forcibly home to me two days ago in New York, where I found the English airman, Capt. W. J. McDonough, engaged in the purchase of a high-powered seaplane of United States manufacture. He had been called from Birmingham three months ago to take charge of a flying service organised to search for gold, copper, and other minerals in Northern Manitoba and the Hudson Bay territory.

\$50,000 Order.

One of his first duties had been to place orders for aircraft in the U.S. to the extent of more than \$50,000.

Why do not Canadians, I asked him, buy English aircraft?

His reply was: "Come with me and find out for yourself."

A few hours later I climbed into his seaplane and soon we were winging our way over the skyscrapers of New York, up the broad waters of the Hudson River to Lake George and Lake Champlain, and thence across the St. Lawrence River. After a brief halt at Montreal to clear the Customs we resumed our flight, and, passing high above the Thousand Islands we passed over Lake Ontario, and completed our journey of 800 miles in little less than eight hours.

Both at Montreal and here I was enabled, in a brief space of time, to submit my question, "Why do you not use English air machines?" to some of the leading authorities on flying in Canada. The replies I received were couched in terms of sincere friendship, but they were unambiguous, and through them all ran a note of deep regret and disappointment. One of my hosts told me:

I consider English engines the best in the world and I am willing to buy them even if they cost more than the American product, if you will only find me an English machine adapted to the extreme climatic conditions of Canada.

Too Much Bother.

Another remarked: The simple fact of the matter is that English manufacturers who are selling their machines in 13 different countries throughout the world do not care to bother with Canada.

I have in years gone by urged English manufacturers to realise the almost limitless possibilities of Canada as a field for commercial flying. Their replies show lack of enterprise and of interest in Canada. They say that they consider the Canadian market too small to warrant the expenditure of any considerable amount of capital.

A third voice chimed in: My experience bears you out entirely. I offered a certain English company a preliminary order for six aeroplanes provided they would send out a machine for demonstration purposes. Their answer was that while they appreciated my enthusiasm, such a move would be against their considered policy, and that in any case they did not believe in the permanency of the Canadian demand.

The next to speak was the head of another company owning a large fleet of aircraft. He said:

I approached a well-known English manufacturing establishment and informed the agent that I was prepared to buy if I could have a metal fuselage. The agent became argumentative. "Our experience," he said, "convince us that our three-ply wooden fuselages are able to withstand the utmost extremes of weather (Continued on next column).

BRAVERY!

CHINESE RISKS HIS WIFE
IN SEARCH OF TRUTH.

An enthusiastic admirer of the marksmanship of one of the performers at Isako's Circus sent the letter published below to the *Straits Times*. The letter is Cheow Fook Chiong's; the italics are ours; adds our contemporary somewhat sarcastically.

"Dear Sir,

"Mr. J. Carson of the above Circus was again successful in his marvellous feat in arms last night. In order to satisfy myself that there was no trickery I asked my wife to volunteer herself for the Target-Firing Feat. All the small targets were tied round her head and Mr. Carson succeeded in hitting all the targets. I have therefore much pleasure in testifying that Mr. Carson's feat cannot be surpassed by any one although he was pleased to say that this is the first time a Chinese lady had volunteered herself for the experiment without any fear or movement.

Yours faithfully,
CHEOW FOOK CHIONG."

£3,000 DAMAGES AGAINST AN EARL.

"OBVIOUSLY A BLACK-
GUARD."

LONDON, June 18th.

The Earl of Errol, co-respondent in the divorce suit by Major Cyril Leys Ramsay Hill, has been ordered to pay the petitioner £3,000 damages and was described by Mr. Justice Hill, who granted the decree nisi, as "obviously a black-guard."

The Earl of Errol met Mr. and Mrs. Ramsay Hill in Kenya in 1923. The latter were married in the previous November, both having been previously married and divorced. The respondent ran up £2,000 bills in Kenya while under the influence of the Earl of Errol, which the petitioner had discharged.

as well as, if not better than, steel fuselages." I asked him if he had ever flown north of 49deg.

He admitted that he had not. "Then," I said, "you do not know the best, whereas we do from experience." As he insisted that his three-ply wooden fuselage would serve us admirably I left him and placed my order in the United States.

Military Instead Of Commercial Craft.

Another man present interposed: The curse of most English manufacturers is their insistence on wood. They are also cursed with the Air Ministry, whose real policy is the production of military instead of commercial aircraft.

All were agreed that unless English manufacturers were prepared to lay down spare parts in this country and to give service they could not hope to capture Canadian orders.

Imposing figures were cited to me of the growing dimensions of Canadian expenditure on flying. The National Defence Department is spending \$600,000 a year for Government operations in the forestry, fisheries, and surveying services. The Post Office Department is spending \$50,000.

East of Manitoba no fewer than 20 different companies are operating with more than 100 machines for commercial work. One of these companies alone has a bigger fleet than Imperial Airways. Another has contracts for more than \$30,000 of business yearly, and yet another for \$30,000. Except for a few toys—"two-seater short-range stuff," as one of my hosts put it—none of these many and rapidly multiplying concerns is using English machines.

My hosts were unanimous in declaring that unless English manufacturers wake up to the magnitude of Canadian commercial air fleet of the future is destined to be run entirely on United States equipment, most of it manufactured in Canada.

Though it is very late now for effective action there is still time, they think, for the English by a change of tactics to secure a share of Canadian purchases, though they cannot come in any longer on a basis of sentimental ties. At present it is a manufacturers' market. Before the English can get busy that phase of the industry will have passed, and the English will face a grim competitive situation.

What a pity, as one Canadian observed, that the English, whose engine designs are the best in the world, should be so inferior to United States firms in the science of salesmanship.

He doubted if the Mother-country would ever be able to hold her own in mass production of aircraft for the Canadian market, but he thought it would be wise if a commission of experts were sent to this country to study its very exceptional aircraft requirements.

PARIS MURDER TRIAL DRAMA.

GIRL'S CONFESSION OF
LIES.

"TO HELP MY SISTER."

ORDERED CANVAS FOR THE
CORPSE.

PARIS.

Excitement was at fever heat in the Paris Assize Court, when Mlle. Suzanne Charnaux was called to give evidence in the trial of the Paris jeweller, Charles Mestorino, for the murder of Gaston Truphème, a jewel broker.

Mlle. Charnaux, a pretty young girl, confessed to having invented evidence wholesale in an attempt to secure the acquittal of Mestorino, her brother-in-law.

The body of Truphème was found partly buried in the forest of Armainvilliers, about 40 miles from Paris, on February 29th. There was a terrible wound in the head.

After Mestorino was arrested Suzanne Charnaux stated that the murder was really a love tragedy. Truphème, she said, was a rival for her love.

Witnesses Of Crime.

The court had been shocked to hear that Mestorino had actually murdered the unfortunate jewel broker Truphème not only in the presence of Suzanne Charnaux but also of three of his employees. One of them, a lad of 15, declared that all the evidence he gave at the preliminary inquiry was false. He said:

"We heard a noise and ran to the door of the office. We saw Mestorino kneeling on the body of Truphème and hitting him with a steel bar. Truphème was still alive. From time to time he lay still for a moment or so and then began to struggle again while Mestorino hit him. I heard Truphème say: 'Pity! Pity! Do not murder a man for a thousand pounds!'"

The other employees also declared that they witnessed the scene and that they stood there and made no attempt to interfere, though they heard Truphème appeal to Mlle. Charnaux, saying:

Suzanne! I have a sister like you. Think of her and help me! Take all I have, but do not kill me.

"In A Hurry."

Mestorino himself, in reply to questions, said that he did not remember all the details of the crime, as he was in such a hurry. The presiding judge interposed:

You were in such a hurry that you went through his pockets and took every penny he had and all the jewels he was carrying. You did what the lowest hooligans have never been known to do: you pulled the rings off his hands while they were still limp and warm.

"No! No!" was the reply. "His hands were cold. I took the rings off five hours later."

Of Suzanne Charnaux, one of the witnesses stated that she gave the measurements for the amount of canvas that had to be bought to wrap up the body.

Mlle. Charnaux, in a tense silence, dressed in black, with a black fur, which was held to her face, was half-dressed and half-carried to the witness-stand.

Faint Replies.

Her first answers to the judge's questions were so faint that the jury could not hear her, and, at their request she was told to put down her hand and take off her hat. But even then only a word here and there could be gathered of her weeping answers to the presiding judge.

"I told lies to help my sister," she said. "I was too frightened to interfere, and when I realised that Truphème was dead it was too late"—and a fresh burst of tears shook the girl, who was helped into a chair by the court usher.

But the presiding judge merely remarked with severity: Do not weep so much now. You will have plenty of time for that in the future. Now tell us who was it who thought of buying the canvas to wrap up the body?"

"It was Charles," Mlle. Charnaux replied, pointing to her brother-in-law, huddled up in the dock with his face hidden in his arms.

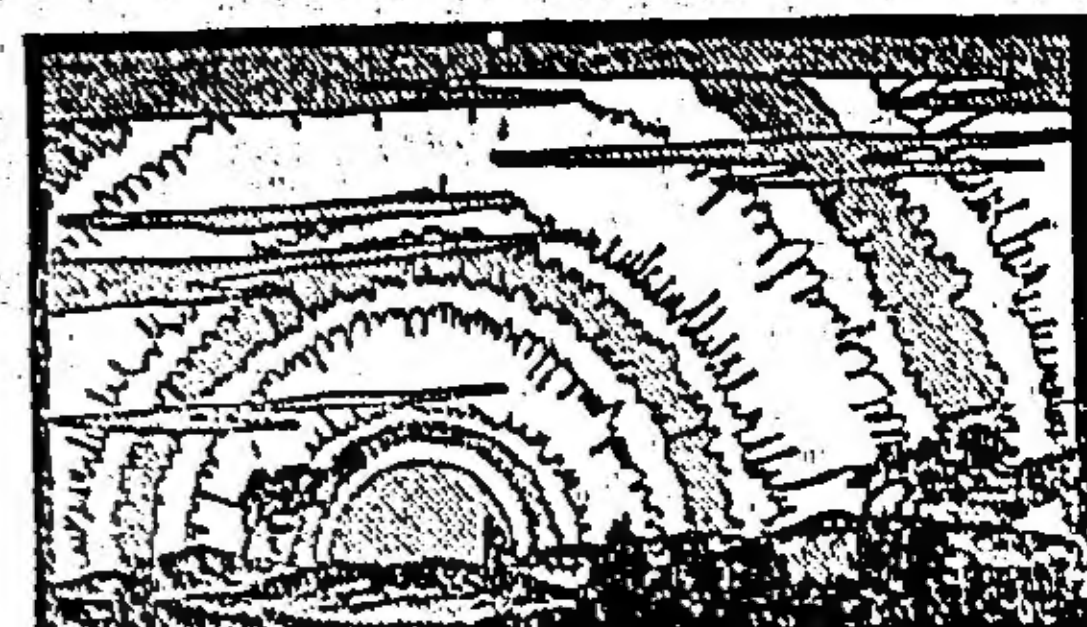
"But it was you who gave the measurements," the presiding judge continued. "Oh no, I did not. I swear. I did not," was her reply.

Weeping In Court.

The weeping girl described how Mestorino had picked the body up and taken it out to the landing and then dragged it down the six flights of stairs, leaning the weight on the balustrade. She denied having helped him to do this, but confessed to having been given packets of jewels stolen from Truphème by her brother-in-law.

Counsel for the murdered man's family was about to launch a fresh series of questions when Mlle. Charnaux wept into hysteria. For a few moments the court waited for her to become calm, but when her screams stopped it was seen that she had fainted and she was carried out of the court by two of the ushers.

(Continued at foot of next column.)



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Lila—Fox Trot With Vocal Refrain
Hello Montreal!—Fox Trot With Vocal Refrain No. 21333, 10-inch
Beloved—Waltz With Vocal Refrain THE TROUBADOURS
Dream River—Waltz With Vocal Refrain No. 21339, 10-inch
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Thou Swell—Fox Trot (from A Connecticut Yankee) No. 21346, 10-inch

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SAVIDGE INQUIRY TO COST £4,000.

THE HOME SECRETARY'S
PROMISE.

Heavy expenses will be incurred at the inquiry into the action of the police in taking Miss Irene Savidge to Scotland-yard and interrogating her after a magistrate had dismissed a charge brought against her and Sir Leo Money.

At a conservative estimate, the fees and refreshers to counsel will reach more than £4,000.

Mr. Norman Birkett, K.C., and Mr. H. D. Roome, Esq., instructed by Messrs. Wither and Co., the official police solicitors, are appearing for Chief Inspector A. Collins and Detective Sergeant W. Clark. Sir Patrick Hastings, K.C., Mr. H. Curtis Bennett, K.C., and Mr. Walter Frampton are for Miss Savidge.

Counsel's Fees.

The marking of the briefs for the counsel is:—Mr. Norman Birkett, £200; Mr. H. D. Roome, £250; Sir Patrick Hastings, £200; Sir H. Curtis Bennett, £250; and Mr. Walter Frampton, £250, a total of nearly £2,000 before the case begins.

The two leaders will receive 2100 a day refreshers.

Sir W. Joynton-Hicks stated in the House of Commons on May 23rd that the Treasury would pay "reasonable and proper expenses," incurred by Miss Savidge at the inquiry.

The next witness was M. Bazin, the gatage proprietor, who for some time put the police off the track by declaring that when the crime was committed, Mestorino's car was undergoing repairs in his garage, and therefore could not have been used to transport the body.

Mestorino declared that he had paid Bazin 2100 to make this false statement to the police.

Question Of Dates.

M. Bazin, questioned as to whether this was true, denied having had a penny, and said that when he made the false statement he had honestly made a mistake. He had the Monday, the day of the crime, and the Tuesday.

CINEMA NEWS.

AT THE QUEEN'S.

"Bookies," which have its final screenings at the Queen's Theatre to-day. Karl Dane of "The Big Parade," George K. Arthur, popular English comedian, and Marceline Day have the leading roles. To-morrow, Norma Talmadge's remarkable picture "The Dove," will be shown, and Miss Cherie Valentine and Miss Tomasia Birdwell, the youthful eccentric dancers will appear nightly until Saturday at the 9.20 p.m. performances.

At The World.

Remarkable historical incidents accurately shown from the background for a romance of the West, in "Winners of the Wilderness," at the World to-day and to-morrow. One of the incidents is the massacre of General Braddock's forces during the ill-fated march on Fort Duquesne, a military blunder which cost the lives of nine hundred of the English and Colonials out of a force of thirteen hundred. That any escaped was due to the military prowess of George Washington, then a young major of militia. Tim McCoy, the popular western hero, and Joan Crawford are the leading players, while Roy D'Arcy, the famous Crown Prince of "The Merry Widow," appears in support.

At The Star.

George Sydney, famous for his Hebrew characterisations on stage and screen plays, is opposite Louise Fazenda in "Millionaires," which comes to the Star Theatre to-day and to-morrow. The story tells the effect of sudden wealth upon a lovable old Jewish tailor and his wife, and upon their children. Their difficulties and unhappiness which almost end in divorce, and their subsequent return to their old mode of living, makes an amusing story. The picture was adapted from the novel "The Inevitable Millionaire" by E. Phillips Oppenheim, and directed by Herman Raymaker.

**8,000 TAEELS OF
OPIUM.****SEIZED AT CANTON.****HIDDEN IN MIDDLE OF
PACKING CASES.****THREE MEN ARRESTED.****[FROM OUR CHINESE CORRESPONDENT.]**

CANTON, July 2nd.

Over 8,000 taeels of opium were yesterday discovered hidden in twenty-one large wooden boxes. The discovery was made by officers of the Narcotic Prohibition Bureau. The drug had been bought in Wuchow by a secret company and surreptitiously shipped to Canton to be sold. The 21 boxes were neatly packed, the tops being covered with extra strong boards while the drug was securely packed away in the centre of each box.

When the ship arrived in Canton yesterday, the smugglers reported to the Customs the arrival of their *bona fide* goods and paid all the necessary duties and taxes. The Customs officers made a superficial investigation of the "goods" but failed to detect the contraband in the middle of each box. After the goods had been passed the company concerned hired more than twenty coolies and carried the 21 boxes to the front of the Customs House to wait for a motor lorry to take them to their ultimate destination. While they were thus waiting an officer of the Narcotic Prohibition Bureau happened to be passing and became suspicious. He made a careful investigation and discovered the contraband. The Police were at once notified and Mr. Chen Wai Chow, Chief of the Narcotic Prohibition Bureau, immediately ordered the water Police launch up to the Customs House to take over custody of the drug. None of the smugglers were arrested, but later a letter was found stating that the boxes were addressed to the Tung Cheong Box Co., Sun Kee Street Central. The Police raided that place and three men were arrested and taken to the Prohibition Bureau.

**KOWLOON HIGHWAY
ROBBERY CASE.****ACCUSED COMMITTED FOR
TRIAL.**

The case in which two Chinese are charged with committing a highway robbery at Gascoigne Road was again before Mr. W. Schofield at the Kowloon Magistracy yesterday morning. The two men were charged with stealing \$21, a suit of clothing and a hat from the complainant, and the first defendant had against him a "further charge of giving a bribe of \$10 to the detective who arrested him."

Evidence for the prosecution, which was in charge of Inspector Fallon, closed at the last hearing when the complainant described how he was robbed near the rifle range while proceeding in a rickshaw by a number of men armed with daggers and a revolver.

The first defendant at yesterday's proceedings denied the charges, and said that he was not acquainted with his fellow prisoner. On the bribery charge he said that the money was put into his hands by the police. The other defendant had nothing to say.

**YANGTZE RIVALS TO
FIGHT.****YANG SEN ADVANCING,
MORE TURN-COATS.**

Messages received by Naval Wireless here yesterday indicated that a battle between rival factions was to have taken place yesterday (Monday) at Chungking. The report went to state that General Yang Sen was at Fowchow and that his troops were advancing to Chungking, while the Szechuan Army was retreating up-river. They were expected to come to a clash yesterday.

News from the Tongshan Mining area showed that the situation remains quiet.

No fewer than five thousand Nationalist troops have discarded their uniform and went over to the Northern forces at Lutai. These men were formerly of the Northern Army. It was also stated that General Yen Shih-shan will assist General Tung Chao instead of the Christian General.

General Feng Yu-hsiang, at Tai-anfu, has replaced the forces of Marshal Chiang Kai-shek with 20,000 men.

**CANTON-HANKOW
RAILWAY.****DIRECTOR REPLACES
COMMITTEE.****PUBLICITY BUREAU TO BE
CLOSED.****[FROM OUR CHINESE CORRESPONDENT.]**

CANTON, July 2nd.

The control of the Canton-Hankow Railway has again been vested in a general manager in place of the present Committee. This was decided upon by the Canton Political Council in a meeting held last Saturday. The committeemen who have been in charge of the railway have been ordered to vacate their offices, and Mr. Tsai Tsang-ki has been appointed by Marshal Li Tsai-hsin to be general director of the railway.

The Political Council have ordered the abolition of the Publicity Bureau and the appropriation of \$300,000 for the construction of a new modern building for the Department of Education. The Publicity Bureau has been under the charge of Mr. Chen Cheung Lok, and has been publishing the *South China Review*, the official organ in English of the Bureau which is quite well-known to English speaking peoples. The work of the Bureau will be turned over to the Secretariat of the Political Council, but whether the *South China Review* will continue or not is still unknown.

As to the money for the construction of a modern building for the Education Department, it was decided to ask the various districts to contribute. A sum of \$300,000 will be apportioned among the several districts according to the wealth of each. The magistrates will be required to raise the respective quotas and remit the money to the Provincial Government.

The new Provincial Government will be inaugurated on Tuesday (to-day). Mr. Ma Chiu-tsun, the newly appointed Commissioner of Reconstruction, took over his duties on Sunday, an elaborate ceremonial marking the occasion. Among those present were Messrs. Chu Chia-hua, Hsu Chung-ching, and Wu Teh-shing.

Canton has at present 378 automobiles, trucks and motor cycles, according to the latest information from the Bureau of Public Works. These vehicles are classified as follows:—Automobiles, 73; motor cycles, 58; automobiles, 745.

**U.S. INFANTRY REGIMENT
"MOTORIZED."****MANY TYPES OF CROSS-
COUNTRY CARS.****EXTENSIVE TESTS PRO-
JECTED.**

The 34th Infantry, Colonel T. W. Darrah commanding, stationed at Fort Eustis, Virginia, has been designated as the first American infantry regiment to be motorized, according to late information received in the Philippines. The War Department has approved plans for the motorization of the regiment which will be effective as soon as practicable after July 1st.

An appropriation of \$140,000 was provided in the budget for the coming fiscal year for this purpose. Equipment required for the motorization will include:

- 23 cross-country cars.
- 9 cross-country cars with light cargo bodies.
- 151 ton cross-country trucks, 4-wheel with 2-wheel drive.
- 141 ton cross-country trucks, 6-wheel with 4-wheel drive.
- 1811 ton cross-country trucks, 4-wheel drive.
- 6 motorcycles with sidecars.
- 19 truck bodies, class A.
- 3 tractors, caterpillar "20," 31 ton.
- 3 kitchen, rolling (trailer).
- 1 truck 550 gallon gasoline carrier.

This equipment will completely motorize the regimental headquarters, including two battalion sections; regimental service company, including two battalion sections; two machine gun companies; one rifle company and attached medical personnel. The remaining rifle companies of the two battalion regiments are to be transported in quartermaster corps 3-5 ton trucks.

Programmes have been formulated for extensive test and exercises by the 34th Infantry when it becomes motorized. These will include rapid road and cross-country movements; marches under tactical situations in which the regiment is acting alone as an advance, rear or flank guard of a larger force, and various phases of attack, defence, pursuit and retreat to test the possibilities of motorized equipment. — *Manila Times*.

CANTON'S WHARVES.**SIX CLASSIFICATIONS.****RULES FOR SHIPS OF VARY-
ING SIZES.**

The Canton Bureau of Finance and the Bureau of Public Works, says the *Canton Gazette*, have jointly drawn up a set of regulations to govern the control and use of the wharves of Canton. Briefly, the wharves are split up into six classifications according to size, and the dimensions are to be kept within defined limits. Rules governing the use of these wharves are also published.

These new regulations supersede the old regulations drawn up by the Embankment Bureau in past years, and will apply to all wharves except Government wharves and others for which special exemption has been obtained.

The regulations are as follows:—

- 1.—Wharves for the use of ocean-going steamers, will be known as Class 1 wharves.
- 2.—Wharves for the use of river steamers plying from Hong Kong and Macao will be known as Class 2.
- 3.—This class of wharves must not exceed 125 feet in length, and 48 feet in width.
- 3.—Wharves for the use of river steamers plying along the courses of the rivers only, will be known as Class 3. These must not exceed a length of 87 feet, or a width of 30 feet. There are at present no wharves of this class existing, and therefore three such structures will be built.
- 4.—Wharves for the use of launches and tugs will be known as Class 4. These must not exceed 38 feet length and 19 feet width.
- 5.—Wharves for junks will be known as Class 5. These must not exceed 22 feet length and 12 feet width.
- 6.—Wharves for motor boats and sampans will be known as Class 6. These must not exceed 12 feet length.

For Classes 1, 2 and 3 wharves, only one ship will be allowed to lie alongside at one time.

For Classes 4 and 5, not more than two ships will be allowed to lie alongside.

Ships mooring in mid-stream must lie at least thirty feet away from the bank. For purposes of disembarking passengers, ships may temporarily moor off the public piers but must move off immediately the disembarkation is completed.

Vessels are not allowed to land passengers or cargo direct on to the Bund, even if there is an open unused stretch of frontage available, but must use the wharves.

Wharves found to be in dangerous condition, if not repaired within one week of notice by the Bureau of Public Works, will be liable to be demolished.

"PRESIDENT TAFT."**CARGO OF WIVES AND
BABIES.****THIBAUD CONTINUES HIS
FAR EASTERN TOUR.**

The *President Taft* which arrived yesterday from Manila has a number of unusually lively and excited passengers. Two hours before she was due to leave Manila the *Grant* arrived from San Francisco with a crowd of wives and children of the U.S. Navy and Marine Corps aboard. They were transferred to the *Taft* and are going to Shanghai and Tientsin to join their husbands from whom they have been parted for over eighteen months. There are a good many small passengers who are unknown to their fathers as yet.

Among the cabin passengers are several American officers and their wives. Rear-Admiral S. E. W. Kittelle with his wife and two children, Lieut. Commander and Mrs. J. E. Potter, and Commander and Mrs. R. V. Love, all of the U.S. Navy, are en route for the States. Captain G. R. Ford of the U.S. Army is paying a visit to the Colony. Jacques Thibaud who gave a second most enjoyable concert here last night is leaving on the *Taft* to continue his Far Eastern tour. Mr. W. H. Fonger and his family are going on leave to the States. Mr. Fonger is a missionary, and has been in the wilds of Luzon for the past five years.

The *President Taft* was carrying 63 cabins and 346 stowage passengers when she arrived yesterday. She is carrying 2,100 tons of cargo and 514 packages of U.S. mail. Fourteen of the cabin passengers and 217 tons of cargo were for Hong Kong.

**HOW CHINESE COAL-MINING INDUSTRY
IS THROTTLED.****WEIGHED DOWN BY MILITARY EXACTIONS AND
POLITICAL IMPOSITIONS.****MANY COMPANIES FACING RUIN.****FAIR TREATMENT AND RELIEF URGENTLY NEEDED.**

One of the worst advertisements for civil warfare in China is the statement that more than \$50,000,000 in losses have been suffered by the Chinese coal mining industry during the past five or six years through incessant internecine warfare, and excessive taxation by the Central Government and provincial authorities, and the constant commandeering of railway rolling stock by both Northern and Southern military leaders.

Although the Chinese mines are capable of producing nearly 10,000 tons of coal daily, the greater part of this cannot be brought away from the mine compounds on account of some pretext or another of the authorities. "Squeeze" is the main reason for many a mine closing down, and civil warfare has been responsible for the suspension of work in others.

Shanghai's Yearly Import.

Shanghai imports approximately 3,000,000 tons of coal per annum but not all of this is Chinese coal, neither is all of it used locally. Some comes from Japan and from Sino-foreign capitalized mining companies and, actually, only a small percentage comes from mines which are Chinese owned, capitalized and managed. In addition to the supplies for local factories and mills and for the railways and steamship companies, large stocks are sent each year to Soochow, Wushu and Changchow, on the Shanghai-Nanking Railway, and to Kashing and Hangchow, on the Shanghai-Hangchow-Ningpo Railway. However, in Shanghai alone more than 400,000 tons are consumed each year, more than one half of which comes from Japanese sources.

With a view, now, to encouraging the development of Chinese mining companies and the use of Chinese coal in preference to Japanese coal (a boycott against the latter having been declared early last month from the 15th day of which no Chinese coal merchants were permitted to order or to accept delivery of coal from Japanese sources), the local Chinese merchants and bankers, with the co-operation of the Ministry of Agriculture and Mines, have started a campaign. The idea is to press the boycott and to encourage, as stated, Chinese coal mining and the use exclusively of Chinese coal.

Why Chinese Coal Costs More.

The best Chinese coal comes from Shanlung and Shansi and the wealthiest mines of the country are said to be in the latter province. In comparison with Japanese coal, the Chinese article is somewhat dearer, this being due to the fact that the Chinese mining companies find it more expensive to send to various ports of shipment than the Japanese, who have only to meet bigger working expenses, whereas the Chinese, though labour is cheaper, have to face the constant threat of civil warfare, the commandeering of rolling stock, in which they send their coal, lack of transportation facilities, higher railway charges, and taxation in one form or another and in one place after another. This, then coupled with the fact that the Chinese coal is not of such a good quality as that from Japanese collieries, causes the public to refrain from buying Chinese coal.

Should there be fewer obstructions and should more capital be forthcoming, as well as the provision of more rolling stock by the Government, there appears no reason to doubt that the Chinese coal mining industry would progress rapidly.

As already mentioned, Shanghai imports 3,000,000 tons of coal annually. Of this amount, the Kailan Mining Administration, a Sino-British company, claims about 1,000,000 tons, the Japanese and the Fushan collieries coming next on the list with 500,000 tons each. Only 250,000 tons come from Chinese collieries; the remainder being anthracite.

Most of the Chinese mines have suffered heavy losses during the past five or six years and not a few of them have been compelled to suspend operations whilst most of the others are heavily in debt. To mention a few:

Ching Hsing Co.'s Misfortunes.

This company has its collieries in Yishien, Shanlung, and depends on the Tientsin-Pukow Railway for the transportation of its coal. It has huge properties, which include the field, workshops, iron works, machine shops, railway carriages, locomotives (most of which have been seized by the Northern military leaders, the others being out of date), and buildings, the total value of which were estimated at \$24,000,000. It is the biggest Chinese-owned mine in the country, but it was forced to close down last year. At least \$7,000,000 will be required to re-constitute it.

and demanded that the company should subscribe to the bonds issued by the Nanking Government to the tune of \$1,000,000 and get rid of its Northern military-political shareholders before it was allowed to re-open. This the company is unable to do as there are no funds on hand and as shareholders cannot be dismissed at random, though 300,000 tons of coal are on hand, awaiting delivery. The output is between 2,000 and 3,000 tons daily. Efforts have been made to deliver the coal but there is no rolling stock for its transportation. All the company's locomotives and carriages have been seized by the Northern military leaders: the Tientsin-Pukow Railway cannot supply any and the Lung-Hai Railway likewise has none which can be lent. The company, therefore, has found it most difficult to continue.

Many Others Equally Afflicted.

Similar conditions prevail in the Loh Tung, Chang Wang and Chia Wang Mines, which produce between 200 and 300 tons daily (at one time the last-named company produced as much as 700 tons a day, and a dozen smaller ones, including the Koshan and Ta Hwen Lun Mining Companies. All of these, incidentally, are in Shanlung Province. Some mines in the south of this province, however, have been fortunate enough to secure railway rolling stock but they are unable to put out enough each day owing to unsettled conditions and the workmen's demands for more pay. The companies which are fortunate enough send their coal to Shanghai and other places via the Kiao-Tai Railway.

The Loh Ho Keh Collieries in Honan to the north of the Yellow River, face the same troubles. These mines generally send their output to Hankow, but this has been impossible owing to the fact that the Yellow River Bridge has been damaged on the Peking-Hankow Line and the coal must, therefore wait until the necessary repairs have been made. The same conditions prevail so far as the Shansi mines are concerned. The latter put out something like 400 tons a month and the Loh Ho Keh Collieries 1,500 tons to 2,000 tons.

In Kiangsi, the Pinghsing and the Puich Mines, which used to produce 3,000 and 300 tons, respectively have been closed for many months now.

The Chihli mines face difficulties similar to other mines. The output here is between 200 and 300 tons a day. The ordinary outlet is Feng-tai and Tientsin, via Shichinchang. Military operations have compelled the management to stop work and it is not expected that the mines will be re-opened for several months to come.

Appeals To The Government.

In the course of an interview with a representative of the *North-China Daily News*, one of Shanghai's leading coal merchants said that the coal industry in China was facing such a crisis as it never before had faced. A committee for the development of the mines had been formed by the Minister of Agriculture and Industry to go into the matter and Dr. H. H. Kung, the Minister of Industry and Commerce, was doing his best to assist in reviving the industry.

Our informant, adds our contemporary, said that the future prospects of the coal mining industry were encouraging despite the present gloomy situation. Some Chinese abroad were taking an interest in coal mining, and he hoped that more capital would be available from this direction. China had great resources but they had to be developed.

New coal mining companies should be encouraged, on as large a scale as possible, because capital was necessary if the company was to be successful. More railway rolling stock should be provided by the Government without delay and full protection should be given to the companies concerned. Illegal taxation and "squeeze" should be abolished and reasonable duties only should be charged. Strict steps should be taken to prevent the seizure of the companies' rolling stock and a propaganda campaign should be started with a view to awakening interest in the minds of the people and to secure their support in the use of Chinese coal and the development of the mines. New railway lines should be constructed to connect with the mines inland. These steps, our informant stated, were necessary, if China was to maintain her mining rights and if the Chinese mining companies were to continue in business.

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Records**New Instrumental Successes**

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| | CHERITZA | ... | " |
| 4154 | MELODY IN F | ... | " |
| | CAYATINA | ... | " |
| 9090 | PRÆLUDIUM | ... | " |
| | SCOTTISH FANTASIA | ... | " |
| 4535 | CHARMAINE | ... | LENSEN'S ORCH. |
| | JUST A MEMORY | ... | " |
| 4468 | LUCKY DAY | ... | (PIANO) EDDYTHE BAKER. |
| | WHERE'S THAT RAINBOW? | ... | " |

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[5451]

ROYAL HONG KONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that the following DEBENTURES were DRAWN at the Club Office on FRIDAY, the TWENTY-NINTH DAY of JUNE, 1928:—

1	172	410	526
3	177	412	529
10	198	414	542
22	215	420	549
28	221	421	552
29	225	429	558
30	240	432	564
31	242	448	564
33	244	449	566
55	245	450	568
60	255	454	579
63	264	458	583
65	269	459	587
66	270	461	601
102	271	462	604
106	272	471	629
112	275	472	636
116	278	478	651
119	285	485	665
123	338	494	679
130	397	506	692
135	403	507	674
136	406	506	675
154	408	523	676
159	409	525	685

Holders of Drawn Debentures who desire to be paid on the 16th JULY, 1928, are requested to inform the ACTING SECRETARY on or before SATURDAY, 14th JULY, 1928.

AND NOTICE IS HEREBY GIVEN that DEBENTURES numbered as above which are Not Cashed on 16th JULY, 1928, will cease to bear interest on 16th JANUARY, 1929, and will be Paid on 16th JANUARY, 1929.

By Order of the Committee,
B. O. BLAKER,
Acting Secretary,
ROYAL HONG KONG GOLF CLUB.
Hong Kong, 30th June, 1928. [5448]

THE CHINESE ENGINEERING & MINING COMPANY, LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST Due on 3rd JULY, 1928, will be made on presentation of Coupon No. 32 at any of the under-mentioned Banks, viz:—

HONGKONG AND SHANGHAI BANKING CORPORATION.	At Tientsin.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.	Shanghai or Hong Kong.
BANQUE DE L'INDO-CHINE.	Tientsin and Hong Kong only.
BANQUE BRIOLE FOUR L'ETRAVOISE.	Tientsin and Shanghai only.

The Interest, less Income Tax at 4% in the 2, will be:—
On £20 DEBENTURES: s. d.
Per Coupon (Gross) ... 12. 0.
Less Tax at 4% in the 2 ... 2. 4/5
Net Amount Payable 9. 7. 1/5

On £100 DEBENTURES: s. d.
Per Coupon (Gross) ... 23. 0. 0.
Less Tax at 4% in the 2 ... 12. 0.
Net Amount Payable 22. 8. 0.

On £500 DEBENTURES: s. d.
Per Coupon (Gross) ... 215. 0. 0.
Less Tax at 4% in the 2 ... 3. 0. 0.
Net Amount Payable 212. 0. 0.

Payment will be made in Local Currency at the Demand Buying Rate of Exchange of the Day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
General Manager. [5446]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF GEORGES LEONCE GILBERT, Late of 34, Avenue Bugey, PARIS in the REPUBLIC OF FRANCE, ENGINEER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 20th DAY OF JULY, 1928.

All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.
Dated the 26th Day of June, 1928.
JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Princes Building, Hong Kong. [5427]

INTIMATIONS.

HONG KONG FOOTBALL ASSOCIATION.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the HONG KONG FOOTBALL ASSOCIATION will be held at VOLUNTEER HEAD-QUARTERS (GARDEN ROAD) at 5.30 P.M. on THURSDAY, JULY 5th, 1928.
W. E. HOLLANDS,
Hon. Secretary. [5447]

LANE, CRAWFORD, LTD.

OUR RESTAURANT and LOUNGES will be CLOSED to the General Public on WEDNESDAY, JULY 4th, From 3 P.M. Till 6.30 P.M. [5443]

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—
CREDIT FONCIER D'EXTREME-ORIENT,
4th Floor, FRENCH BANK BUILDING.

FOR RENT.

3 and 4 Roomed FOREIGN FLATS, vacant from 1st JULY and 1st AUGUST.
RENT: 3 Roomed Flats, \$120.
Do. Do. \$140.
Including Taxes.
For further particulars please Apply to—
JARDINE, MATHESON & CO., LTD., Sugar Dept., Pedder St. [5430]

TO LET.

A FLAT in CARMARVON BUILDINGS, Kowloon.
FLATS at MAY ROAD, Hong Kong. Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5201]

TO BE LET OR SOLD.—Commodious BUNGALOW at MAGAZINE GAP, near MOTOR ROAD; Good Garden. Private Garage.—Apply, Box No. 6273, c/o Hong Kong Daily Press. [5273]

TO LET.—Furnished for 4 Months Four Roomed HOUSE on BOWEN ROAD. Small Garden. Moderate Rental.—Apply: JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDINGS. [5350]

SEMI-DETACHED HOUSE with Flush Installation, No. 6, CONDUIT ROAD. Three 3 1/2 Roomed FLATS in Nos. 14 and 18, CONDUIT ROAD.—Apply to: H. M. H. NEMAZEE. [580]

WHY Continue to suffer when you reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs. Purely Chinese Herbs.
POO ON HERBS CO.,
68, QUEEN'S ROAD CENTRAL, 1st Floor. Tel. C. 5095.

DEATH.

LI.—Mrs. Li Siu Shi (widow of the late Li Po of Heungshan, and Sydney, Australia) on July 2nd at 37, Kai Tack Bund, Kowloon City.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JULY 3rd, 1928.

CANTON AND INVITATIONS FROM THE NORTH.

It must be regarded, we suppose, as a compliment to the efficiency of the Canton Government that various of its officers are constantly receiving invitations to accept more important posts in the North. If China had settled down and the whole Government machinery was working smoothly, a system under which preferment was given to those who demonstrated unusual

INTIMATIONS.



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PHONE C. 616. [50]

ability would have much to commend it. In present circumstances constant changes in personnel are to be deprecated. At the moment Dr. Chu Chao Hsin, the Commissioner for Foreign Affairs in Canton, appears to be torn between two desires—the one to stay happily at home completing his work in the South, the other, to accept the offer of Dr. C. T. Wang that he should go North and become either Vice-Minister for Foreign Affairs or Chinese Minister to Japan. Dr. Wang cables: "I feel that I must secure your assistance, and must urge you to accept one of these two posts, so as to help me in solving the difficulties of the day." Discussing the matter with our Chinese correspondent Dr. Chu Chao Hsin remarked "As regards the post of Minister to Japan, I believe it is highly worthy of acceptance. This is especially so at this time, in view of the most delicate and difficult problems now outstanding between the two nations. The revising of the Sino-Japanese treaty as regards Manchuria and Mongolia, and the Tsinan and Nanking incidents are matters needing immediate attention. I should like to tackle them with a view of finding a favourable solution." Such an attitude is perhaps natural to an ambitious man, but we are inclined to think that the revision of Sino-Japanese treaties is work that will not be undertaken immediately. The political position at Peking is not yet sufficiently defined to permit of any fundamental change in the relationship between China and the foreign powers. Moreover, we do not see why the task of administering the

large and rich territory of the South should not be regarded as equal in importance to anything the North has to offer. The work may not be so spectacular, and those engaged in it may not come so directly into the limelight, but that is merely because things are running smoothly. International attention is only directed to those centres where trouble and confusion reign.

The reward of the Canton Government, if the members of that Government look to any rewards other than the happiness and contentment of their own people, will come when they can point to some solid record of achievement. Reforms of various kinds are now being introduced, measures are being taken for the suppression of the evils of banditry and piracy; in Kwangsi new roads are being built and industrial exhibitions planned for the opening up of fresh avenues of trade. These schemes, it is recognised, take time to complete, but they will never be brought to fruition if those engaged upon them are constantly changing their field of operations. We think it a great pity that Marshal Li Tsai Hsin and a number of his colleagues should find it necessary to go to Nanking at this juncture. It means that General Wong, SHU HUNG, who has his hands full in Kwangsi, will have to leave his labours in that province in order to take charge in Canton for the time being. But Marshal Li's visit to the North is purely a temporary one and one which apparently cannot be avoided. If Dr. Chu Chao Hsin goes to Japan he will leave Canton permanently and will have to resign his place in the Government there. We trust he will come to the conclusion that he can best serve China's interests by staying where he is.

Canton, it has to be remembered, is only quiet on the surface. There are many would-be disturbers of the peace lurking in their hiding places waiting simply for an opportunity to strike. The police precautions now being taken are excellent. Our Chinese correspondent, who set out one evening to test them, reports that he was stopped and searched at practically every street corner. But it seems to us that in the circumstances the constant going and coming of those who are ultimately responsible for the maintenance of peace and order is fraught with dangerous possibilities. It would be a good thing for Canton and the South generally, we think, if the members of the Government, before taking office, were obliged to sign a contract that they would not leave their posts for a certain specified period, say two years. If such a system were in vogue there would be a complete answer ready to any calls for assistance which might come from the North and Canton would be given a fair chance to look after its own affairs.

The Hon. Mrs. Edward Warner, wife of Major E. O. T. Warner, D.S.O., M.C., commanding 2nd Batt. Scots Guards, is leaving tomorrow (Wednesday) for home by the *Empress of Russia*.

A Chinese workman was yesterday morning charged at the Kowloon Magistracy with blasting rocks during prohibited hours. He was asked the name of the contractor who employed him, but he refused to divulge his employer's name. He was then fined \$50, or six weeks' hard labour.

Cheung Ming Chun, billiard marker of the Craigengower Cricket Club, whose right leg had to be amputated above the knee at the Tung Wah Hospital on Sunday afternoon, died shortly before midnight the same day. As stated yesterday, the man was injured last week in a motor mishap at Happy Valley.

Two Chinese who indulged in a fight at a Chinese Theatre at Mongkok on Sunday were brought before Mr. W. Schofield at the Kowloon Magistracy yesterday. One of the contestants had a nasty cut on the forehead and for which his opponent had to pay \$25 compensation. Both men were bound over to keep the peace for twelve months.

At the Kowloon Magistracy yesterday, a Chinese was fined \$15, or six weeks' hard labour, for stowing away on board the s.s. *Tjialak* from Amoy to Hong Kong. It was stated that he was in the passengers' quarters and ran down the hatch when he was detected. Defendant's excuse was that he went on board to see his friends and the ship sailed without his knowledge.

A SMUGGLERS' CAVE.

FOUND IN TELEGRAPH BAY.

ARMS AND HEROIN.

The ingenuity of smugglers in finding hiding places for their contraband has often been disclosed in Court when a culprit has been brought to book, but even in China they are unable to bring to life the days when Spanish smugglers had their fortresses on lonely coasts and openly defied authority. One would have thought that since the old-fashioned guards had been replaced by trained officers of the law who patrol the coasts in fast launches with searchlights and modern weapons, the smugglers would have had very little chance of carrying on their illicit trade in a bay which the police launches visit quite often.

Nevertheless such a spot existed in Telegraph Bay and it was only due to an informant that the Police succeeded in discovering a secret store of arms and drugs.

It was on Saturday morning that a Chinese walked into No. 2 Police Station, Wanchai, and told the officer in charge that he knew of a place in Telegraph Bay where pistols and heroin were stored. The Sergeant Whelan and Oram and other officers were sent to the place mentioned by the informant. They came to the hillside and among some rocks, which had once formed a streamlet, there was a cavity, and on exploring this miniature cave, the Police found thirty Luger pistols and thirty-two boxes containing 1,000 heroin pills in each. The drug was slightly damaged by the rain, but the fire-arms were in good condition.

No one has been implicated, but the Police are investigating.

MISHAP TO THE HON. MR. E. D. C. WOLFE, C.M.G.

FALE INTO NEW TERRITORY PADDY FIELD.

The Hon. Mr. E. D. C. Wolfe, C.S.P., had a small mishap yesterday while accompanying the Combined Flying Squad on a day's trip round the New Territories, but fortunately escaped without injury. The Squad took one of the small paths leading to a Chinese village which proved so narrow and slippery that the riders of sidecars had to leave their vehicles and travel pillion behind the motor cyclists. Mr. Wolfe was riding behind Police Sgt. Sanders when their machine skidded and he was thrown into a paddy field fairly deeply flooded at the time. Luckily, no damage was done and the party adjourned to the nearest police station, where Inspector Logan soon rigged his chief out with a suit of clean clothes. Mrs. Wolfe was also a member of the party.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated:—

Pressure remains highest in the Pacific to the east of Japan. It is relatively low over China generally, the China Sea and the Philippines.

Local Forecast:—South or variable winds, moderate, cloudy, showery.

JACQUES THIBAUD. "LA FILLE AUX CHEVEUX DE LIN."

WONDERFUL SECOND CONCERT.

Jacques Thibaud will not be forgotten by Hong Kong and his name will be remembered by all who have had the privilege of attending one or both of the concerts he has given. M. Thibaud on his part will, we hope, carry away with him a pleasant memory for although he may have found his audiences greedy he could not have found them unappreciative. If they could have had their way the audience last night would have kept him playing till morning, and they were most profoundly grateful for the three encores which M. Thibaud gave, the last of which was perhaps the most beautifully played item of the programme.

Debussy's "Fille aux Cheveux de Lin" was exquisite. Thibaud's rendering of it differs from that of Heifetz who included it in the concert he gave here some eighteen months ago. The difference lies in the interpretation due to the divergent temperaments of the two violinists. As Thibaud played it Debussy's music became the musing of the mind of old age on youth, as Heifetz the formless day dreams of youth itself. Any preference between these widely differing interpretations is a matter of personal taste, as it would be impossible to say that one violinist played the music "better" than the other.

The "concerto in A minor" by Vivaldi-Nachez with which the programme opened was played with the delicacy and skill which has given Thibaud world-wide fame. Mozart's "Concerto in G Major" which followed was a little disappointing in the Allegro movement, but magnificent in the Andante and Finale.

Then followed a series of seven short pieces of which "La Fille aux Cheveux de Lin" made the biggest popular appeal. The Saint Saens' "Havaraise" and the "Spanish Dance" of Granados-Thibaud were exceedingly beautiful and Debussy's fantasy "Minstrels" an astonishing tour de force.

M. A. Janopoulos' accompaniments played no small part in the success of the programme; he has a firm clear touch, and all the unselfishness essential to the good accompanist.

The full programme was as follows:—

- (1) Concerto in A Minor (18th Century) ... Vivaldi-Nachez.
- (2) Concerto in G Major ... Mozart.
- (3) Havaraise ... Saint-Saens.
- (4) La Fille aux cheveux de Lin ... Debussy.
- (5) Minstrels ... Debussy.
- (6) Spanish Dance ... Granados-Thibaud.
- (7) Tambourine Chinois ... Kreisler.

DEATH OF MRS. LI SIU SHI.

CHINESE LADY OF THE OLD SCHOOL.

We regret to announce the death of Mrs. Li Siu Shi, the widow of late Mr. Li Po of Heung Shan and Sydney, Australia, which occurred yesterday at her residence 37, Kai Tack Bund, Kowloon City.

The late Mrs. Li Siu Shi was the mother of Messrs. William Yinson Li and Li Zee Min of Shanghai, and of Mr. Li Chor Chi of the Ho Hong Bank, Hong Kong, two younger sons being Messrs. Charles and Duncan Li. Mrs. Li also leaves two daughters, Mrs. Y. K. Chow, a daughter-in-law of Sir Shou Son Chow, and Mrs. C. L. Chow.

Mrs. Li, who was 67 at the time of her death, was deeply respected by a large circle of friends as a representative of the type of aristocratic Chinese lady of the old school. The burial will be temporarily in Hong Kong, but later when the country becomes more settled Mrs. Li will be interred in the family tomb at Heung Shan.

PASSENGER TRAFFIC ON THE YANGTZE.

CHANGES WHICH HAVE BEEN INTRODUCED.

NEW STYLES OF ACCOMMODATION IN VOGUE.

Following a favoured practice of looking back to the "old days" some interesting data in revealed apropos of the changes which have transpired on river steamers plying the Shanghai-Hankow river-run.

In 1900 occurred the first marked revision in the types of accommodation and the passage rates on the lower river steamers, as before that time, those who recall travel in the grand style of the past, will remember that a trip could be made as a saloon passenger from here to Hankow, for \$35, inclusive of wines, which accounted for a good deal of the trip's popularity.

In 1900 the increased traffic and modern innovations in passenger accommodation, created the need for further revision of the old system. Therefore, where hitherto accommodation for only six saloon passengers had been available, 16 and over became the rule for the river steamers on the run, and these conditions continued until 1925. Then changed labour conditions brought about other revisions in all departments of these steamers.

New Class Inaugurated.

Increased rates for first class passengers were brought into effect, \$80 being charged for a single fare to Hankow from here, or \$100 for a return passage. As the increased rates were found to be inflicting a definite hardship upon certain sections of the public, in 1927 the Indo-China Steam Navigation Co. inaugurated an "intermediate" accommodation, which permitted of passage to Hankow for \$35, with the same table fare as the first class passengers had, and with comparative comfort in the cabins reserved for this class.

The new system met with the instant approval of mission boards, and the Indo-China Navigation Co. received a number of appreciative letters from missionaries who found the intermediate class a great convenience to them.

About the same period saw an innovation in the methods used for booking Chinese passengers. The Yangtze Passenger Syndicate, a purely Chinese organization, hitherto had the complete responsibility of booking Chinese passengers to Hankow, the shipping companies operating steamers on the Yangtze having leased this privilege to the Syndicate.

The Chinese Passengers.

During 1925, when the river steamers had to be protected and wired, it was no longer possible for the Yangtze Passenger Syndicate to handle their bookings to comply with the various regulations introduced by H.M. Naval and other Forces, and the shipping companies themselves had to assume entire control of the Chinese passenger business. The various lines adopted their own methods in this respect and the Indo-China S.N. Co., Ltd., in particular, proceeded to reorganize the whole business by a system of registration for their crews, cabin boys, etc., and a complete renovation of the Chinese quarters to bring these up to modern standards of comfort, and sanitation.

This step necessitated foreign supervision, a situation which was in turn met by the employment of foreign pursers who, necessarily, were men of good standing and able to speak Chinese. The purser system is now a feature of this company and has met with the approval of all sections of the foreign and Chinese travelling public. The river steamers carry approximately 60 first, 60 second and from 300 to 600 third-class Chinese passengers. Foreigners are not allowed to travel in the Chinese accommodation, but this rule does not apply to Chinese who may wish to book by first or intermediate saloon classes.—N.C. Daily News.

SHANTUNG TROOPS WITHDRAWN TO MANCHURIA.

PETITION BY PEKING CHAMBER OF COMMERCE.

COMMITTEE FOR WAR AREAS TO BE DISSOLVED.

NANKING NEGOTIATIONS FOR REVISION OF TREATIES.

The Peking Chamber of Commerce have determined to present a petition to Chiang Kai Shek on his arrival, praying that the capital be retained at Peking, and not removed to Nanking as has recently been decided. The deputation will also raise the question of the disbandment of troops and the removal of the heavy taxes imposed upon them by the administration of Chang Tso Lin.

Mr. C. T. Wang, the Nationalist Foreign Minister, is impatient to proceed with Treaty revision, according to reports from the vernacular papers. He is sending a personal representative to open unofficial conversations with the Diplomatic Body, and has wired to the Foreign Commissioner, Mr. Yu Liang, to inform the Diplomatic Body that the Nationalist Government intends to open negotiations on July 20th.

Three train loads of General Chang Tsung Chang's Shantung troops have arrived at Chinwangtao, and they are proceeding further north into Manchuria. This shows a change of policy on the side of the Fengtien forces, who were originally determined not to admit other Northern armies.

SHANTUNG TROOPS SEEK REFUGE.

[THROUGH REUTERS' AGENCY.]

PEKING, July 2nd.
Three train loads of Chang Tsung Chang's troops have arrived at Chinwangtao. They are apparently going on further north, indicating that the Fengtien intend to allow at least some of the Shantung forces to enter Manchuria.

CHAMBER OF COMMERCE PETITION.

[THROUGH REUTERS' AGENCY.]

PEKING, July 2nd.
The Chamber of Commerce has decided that after Chiang Kai Shek's arrival it will send a deputation to urge the retention of the capital at Peking. Other points to be raised will be the disbandment of troops, and the abolition of the extortionate taxes levied by Chang Tso Lin.

PEKING TO-MORROW.

(Chun Wan Yat Pao.)

SHANGHAI, July 2nd.
Marshal Chiang Kai Shek, General Li Chung Jen and their parties have arrived at Hsinhsing and are expected to reach Peking to-morrow.
General Yen Shih Shan will probably proceed to Chenghsintan or Kupeitan to receive them.

THE CHANGE OF NAME.

[THROUGH REUTERS' AGENCY.]

PEKING, July 2nd.
Chang Tso Lin, of the Committee for the War Areas, has issued the last of the proclamations before the dissolution of the Committee. This announces that Peking will henceforth be known as Peiping, and Chihli as Hopei.
Previous orders to the same effect have already been issued more than a week ago, but this is considered to legalize the change.

NEW PRESIDENT FOR MEXICO.

GENERAL OBREGON ELECTED.

NO CHANGE IN POLICY.

[REUTERS' AMERICAN SERVICE.]

MEXICO CITY, July 2nd.
General Obregon, the only candidate, has been elected President of Mexico for a term of six years. He has announced that he intends to continue substantially the policy of the present holder, President Calles.

PREVENTION OF MALARIA.

STUDY OF LOCAL PROBLEMS.

USE OF QUININE.

[THROUGH REUTERS' AGENCY.]

GENEVA, July 2nd.

The Malaria Commission has finished its work and passed a resolution that malaria prevention should be dealt with by scientific organizations specialising in malaria. That only one of two preventive methods, according to local circumstances, should be employed.

That the first duty of Governments in organising measures against malaria should be to attend the malarious sick, the second duty to study in detail the different local aspects of the problem with a view to finding the most efficacious and the cheapest solution.

The Commission has further arranged a programme of international study, firstly on dwellings and malaria, secondly on the malaria carrying mosquito and thirdly the practical importance of the intensive use of quinine.

HEAD OF AMERICAN Y.M.C.A.

DOCTOR MOTT'S NEW POSITION.

FINE WAR WORK.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, July 2nd.

After forty years' service as head of the Y.M.C.A. in the United States, Doctor John R. Mott has resigned to become President of the International Missionary Council. Dr. Mott during the war, as Executive Secretary of the War Council of the Y.M.C.A., handled nearly \$40,000,000 sterling for the benefit of men of the Allied forces, and war prisoners.

He has been decorated by several Foreign Governments.

ENGLAND'S NEW PRIMA DONNA.

LANCASHIRE GIRL'S TRIUMPH.

MISS EVA TURNER.

The most amusing combination of accents, spoken with one of the world's loveliest voices, is not the least of the charms of Miss Eva Turner, the jolly little Lancashire woman who aroused one of the greatest ovations in the history of Covent Garden by her performance in "Turandot."

Miss Turner, young, happy, and without the slightest affectation, has blown like a refreshing breeze into the intensely grand atmosphere of Covent Garden Opera House.

She talks Lancashire with an Italian accent, and at first she gives the impression of an Italian woman talking English. Then, as she becomes more interested, Oldham begins to predominate over Milan.

"Proper Broad."

"When I am in a temper," said the prima donna to a *Daily Express* representative, "I talk 'proper broad.' People think I am swearing."

June 5th was a great night in Eva Turner's life. She left England for Milan in 1924, unknown except to a few discriminating critics. She had returned, from overwhelming successes on the Continent, to face that bogey of English singers—an English audience. Her art rose above the handicap of her name, and England enthusiastically endorsed the verdict of the Continent.

Miss Turner will stay a month in England, and then she will go on a tour of Germany.

"I am looking forward to singing Aida to an English audience," she said. "It is my favourite part, and I hope to come back to London many times. I love London best of all."

Success has not spoiled the Lancashire girl who began her career in the chorus of the Carl Rosa Company.

TRAIN WRECKERS IN MEXICO.

NINE CAUGHT AND EXECUTED.

ATTEMPT ON U.S. AMBASSADOR?

[REUTERS' AMERICAN SERVICE.]

MEXICO CITY, July 2nd.

A message from Queretaro states that nine men, who were near the railway with dynamite in their possession, were executed. It is presumed that they intended to blow up the main line trains to and from Mexico City.

Mr. Dwight Morrow, the United States Ambassador, will pass over this line when he returns from the United States on Tuesday, and the Mexican Authorities are taking extraordinary precautions to prevent an attack on the Ambassadorial train.

STRAITS RUBBER RATES.

ONE CENT PER POUND.

[THROUGH REUTERS' AGENCY.]

SINGAPORE, July 2nd.

The Legislature of the Straits has passed a resolution that the rate payable under the Rubber Lands Assessment Ordinance shall be one cent per pound, which will become effective from May 1st, 1928. The minimum export duty was also fixed at one cent a pound to be effective from July 1st, 1928.

MANCHESTER TRADE FIGURES.

IMPROVEMENT ON LAST YEAR.

BRIGHTER OUTLOOK.

[THROUGH REUTERS' AGENCY.]

LONDON, July 1st.

The report of the Manchester Chamber of Commerce shows that exports of cotton, artificial silk and mixed piece goods for May this year exceeded the total for May last year by 6,886,000 square yards while the exports for the first five months of the year totalled 43,500,000 square yards which was an increase of 18,500,000 square yards over the corresponding period last year.

The report states that the Dutch Indies, Bombay and Canada are taking large quantities of cloth containing a high percentage of artificial silk.

THE GIRL WHO SAID "I SHAN'T."

SAYS "I WILL."

MARRIED AT SECOND ATTEMPT.

ELLSMERE PORT, Cheshire.

The Ellsmere Port bride who said "I shan't" when asked at the altar to take the vow at her wedding, appeared at the local parish church a few days later and said, "I will."

She is Miss Mary Elizabeth Paxon, aged 21, of Priestfield-road, Ellsmere, Port, and she was married to Mr. Arthur Attwood, aged 29, of Heathfield-road, the bridegroom with whom she went to the altar the previous Saturday.

After the service the couple signed the register in the vestry, and remained in consultation with the vicar, the Rev. A. B. Sleight. As they left the church they were pelted with confetti by people who had gathered despite attempts to keep the wedding secret.

The bride said, "I do not know what made me say 'I shan't' at the altar last Saturday unless it was nervousness. Since the wedding I have thought things over and decided the wedding should take place to-day."

BRITISH LABOUR IN CONFERENCE.

EMPIRE MIGRATIONS.

MILITARISTS AND THE LEAGUE.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.

The British Commonwealth Labour Conference opened at the House of Commons with delegates from Australia, British Guiana, Canada, Ceylon, India, Ireland, Newfoundland, New Zealand, Palestine, Rhodesia, South Africa and Trinidad.

Mr. Ramsay MacDonald, who presided, dealt in his opening address with Empire migration. He said that the Labour Party formerly opposed migration, but now realised the necessity for great fluidity of population.

Their aims should however be to develop family, rather than individual migration.

Referring to the Kellogg Peace proposal, he said that the great value of it was that it was a new gesture, and would be the means of extricating the League of Nations machine out of the rut into which the militarists were driving it.

The Conference after this was private.

GORDON BENNETT RACE.

THREE BALLOONS DOWN.

[REUTERS' AMERICAN SERVICE.]

DETROIT, July 2nd.

Three balloons, one American, one Swiss and one Argentine, of the 12 starters in the Gordon Bennett race, have been forced down in Virginia.

OBITUARY.

FAMOUS AMERICAN PLAYWRIGHT.

DROWNED WHILE BATHING.

[THROUGH REUTERS' AGENCY.]

NICE, July 2nd.

The death is announced of the American playwright, Avery Hopwood. Mr. Hopwood, who was 44 years of age, was best known as the author of "The Bat" and the "Gold Diggers." He was seized with cramp while swimming at Juan Lespina and was drowned.

FORMER GOVERNOR OF PHILIPPINES.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, July 1st.

The death is announced of Mr. James Francis Smith, who was formerly Governor General of the Philippine Islands.

MR. JACK HYLTON.

HOTEL OWNER'S SLANDER APPEAL FAILS.

The Court of Appeal—Lords Justices Scrutton, Greer, and Sankey—dismissed with costs the appeal of Mr. Edward Harris, the chairman of the Piccadilly Hotel, Limited, proprietors of the Piccadilly Hotel, W., from the verdict and judgment for £20 damages in favour of Mr. Jack Hylton, musical director and proprietor of bands, for slander said to have been uttered at a board meeting of the hotel company. Mr. Harris, it was alleged, told Mr. Renato Starita, the leader of Jack Hylton's Piccadilly Revels Band, that Mr. Hylton had been deceiving him (Mr. Starita). Mr. Harris denied that he spoke the words complained of.

The grounds of the appeal were that the verdict was against the weight of the evidence, and that the Lord Chief Justice had misdirected the jury.

Lord Justice Scrutton, dismissing the appeal, said in his opinion the summing-up of the Lord Chief Justice was absolutely correct. Lords Justices Greer and Sankey concurred.

ROBBER TRIBE'S ANGER.

DESIRE TO SEE THEIR CHILDREN.

MURDEROUS ATTACK ON OFFICER.

[THROUGH REUTERS' AGENCY.]

CALCUTTA, July 2nd.

One man was killed and four wounded when the police fired on a mob of Karwal tribesmen at the Salvation Army Settlement at Saidpur, Bengal.

The Karwalnats are a criminal tribe of the worst type, and bring up their children as thieves and dacoits, and sell their girls in marriage for a few hundred rupees.

The Government last year sent an armed police force and compelled the tribe to allow their children to be brought up in the Salvation Army Settlement. Tribal resentment reached a climax when the tribesmen were not allowed to visit their children.

One of the men swung an axe at a Bengali officer, who was saved by a constable, who suffered serious injury. The police rushed to the scene, but were driven back and finally were compelled to fire in order to restore order.

MR. HAYDEN TO MEET HIS BISHOP.

A FEW "CUSS" WORDS IN MANY YEARS.

IMPORTANT POINT OF CHURCH LAW.

[LONDON, June 8th.]

It became known yesterday in ecclesiastical legal circles in London that in connection with the case of the Rev. O. E. Hayden, the rector of Avening, Gloucestershire, a situation has arisen on which will likely hinge the future of an important part of the domestic law of the Church of England.

Mr. Hayden was accused before a commission appointed by the Bishop of Gloucester of:

- (1) Habitually using bad language.
- (2) Improper attentions to women.
- (3) Frequenting alehouses and taverns.
- (4) Consuming alcohol beyond his proper requirements in public places.
- (5) Neglect of the sick.

Charges 2, 3, 4, and 5 were either withdrawn or disproved and on all of them the rector, was completely vindicated.

Regarding charge No. 1, the commission dropped the word *habitual* and found Mr. Hayden guilty of having used foul language on several occasions during the past seven years.

The commissions findings were announced on May 23rd, and the matter has since been under the consideration of the Bishop of Gloucester.

Bishop's Power.

The bishop, who has the power to inhibit an incumbent for a period of five years, has in the interval, it is learned, written to the rector and offered to give him an audience at the episcopal palace so that he can make any observations before judgment and sentence, if any, are passed.

Mr. Hayden sent an acknowledgment of the communication to the bishop and then passed it on to his solicitors, who in turn have taken counsel's opinion.

As a result it is understood that the rector will meet the bishop within the next day or two.

Apart from the personal consequences to Mr. Hayden, the nature of this consultation will be of importance to the Church as a whole. Mr. Hayden has been advised to adopt the argument

that in declaring him to have been guilty of using bad language on several occasions over a long period the commission exceeded its jurisdiction.

That the duty of the commission was to have returned a straight verdict whether or not, as charged, he had habitually used bad language.

That an incumbent, after a charge has not been proved, cannot be found guilty of another or lesser charge which was not preferred against him.

That no offence has been committed.

The bishop's decision on these contentions will be the first authoritative interpretation of the Benefices (Ecclesiastical Duties) Measure of 1923, a much-discussed enactment under which the rector of Avening's case was the first to be tried.

PILSUDSKI SPEAKS HIS MIND.

UNPREPOSSESSING DEPUTIES.

GOING TO TAKE A CURE.

[THROUGH REUTERS' AGENCY.]

BERLIN, July 1st.

The reasons for Marshal Pilsudski's resignation of the Polish Premiership are given with uncompromising vigour in a newspaper interview in Warsaw.

Marshal Pilsudski said that "the Sejm (Diet) of prostitutes created the utmost difficulty for me—the most popular man in Poland. I had to resign or I would have been unable to control myself, and would have struck Deputies and trampled on them."

"Ministers have to behave themselves in Parliament but the Deputies yell insults and behave like blackguards and pigs. I could not hold out for another hour in an atmosphere where even flies cannot stand the Deputies' speeches."

Marshal Pilsudski is going to the spa at Siegenburg to take the cure.

WOMAN CLAIMS MILLIONS.

NEW FIGHT FOR THE JENNENS ESTATE.

EARL HOWE'S LAND.

The Jennings family of America—400 of them—are bent on putting on another fight in England for the famous "Jennens millions."

It would mean a battle royal for something between £20,000,000 and £30,000,000 of property.

Mr. Sydney Geiger, an American lawyer, of Alliance, Ohio, is preparing to return to America with the result of investigations he has made in England. He has an army of clients in Ohio, who believe they are entitled to the "Jennens Millions." They include Mrs. Genevieve Jennings.

The story of the most famous battle for the Jennings estate was the basis of "Jarndyce v. Jarndyce" in Dickens' "Bleak House."

In the year 1788 a man named William Jennings died intestate in England, leaving £2,000,000 of personal property, and an immense amount of real estate, in about six counties, some of it in the centre of Birmingham.

There were various contestants for the properties at the time, and the High Court finally decided the dispute by allotting the personal property to one William Lygon, the founder of the Beauchamp family, and the real estate to an infant child named Curzon, son of Lord Howe Curzon.

Then began a series of claims, based on the allegation that the original Lady Howe Curzon, the first Baroness Howe, after the death of this little son, had substituted as her second son a child of a serving maid, Ann Onkes, and had palmed this infant off as her own son.

The second son was the ancestor of the present Earl Howe, whose eldest son and heir is Viscount Curzon, M.P.

400 Jennings.

Various claimants to the "Jennens Millions" have appeared during the past two years. One came from Australia. In 1909 Mr. David Jennings came from America and claimed the estates. He was seventy-four at the time, and although he failed to secure the property, he married a wife in England. Five years later he died in Wolverhampton Workhouse in consequence of an accident.

Now 400 Jennings are on the war-path. It is said that they have 1,000 witnesses ready to sail for England and the High Courts, to give evidence. The 400 claim that they are either direct descendants of the original William Jennings or his brother.

Tremendous excitement has been generated among the Jennings, and money has been raised to bring over 1,000 witnesses and contest the case.

Two American lawyers have the matter in hand, Messrs. Jordan (of Virginia) and Geiger.

In the meantime, Mr. D. Campbell Lee, of Brick Court, Middle Temple, has been requested by the American embassy and consulate to investigate the matter and furnish a report. He has done so, and it now remains to be seen whether the Jennings will sail overseas and make another claim for the property or not. No writ has as yet been served.

The motto of Earl Howe's family is: "Let Curzon hold what Curzon holds."



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Pres. Wilson, Sun., Sept. 9, 8 a.m.
Pres. Van Buren, Sun., Sept. 23, 8 a.m.

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Pres. Jefferson, July 7th, 6 p.m.
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MOTHERHOOD MORTALITY.

NEW HEALTH SOCIETY'S APPEAL.

COMBATting DEEP ROOTED PREJUDICE.

An important manifesto was recently issued on the subject of child mortality in England by the Ladies' Council of the New Health Society, and was therefore an appeal by women to women.

The Queen, it will be remembered, declared in a message to the Maternity Mortality Conference, held in London in February, that she viewed with grave concern the continued high rate of maternal mortality, and felt that a real endeavour should be made to remove this reproach from our national life.

This, she trusted, would be achieved through the education of mothers themselves in the need for ante-natal care through inquiry into the immediate causes of mortality in childbirth, and through a wider provision of first-rate medical and midwifery services.

Mr. Neville Chamberlain, the Minister of Health, recently announced in the House of Commons the Government's decision to set up two Departmental Committees—one to deal with maternal mortality, and the other to investigate the subject of midwifery.

He pointed out the melancholy fact that today one out of every 250 mothers die in childbirth, and that this has been the case during the last 50 years.

3,000 Mothers Lost Each Year.

The manifesto states:—
The problem of maternal mortality is a matter of the gravest concern to health authorities and to the general public. Since the establishment of the Ministry of Health nine years ago the figures for maternal mortality have shown no improvement.

Out of every 250 mothers, one dies in childbirth, approximately 3,000 mothers dying each year out of 750,000 giving birth to children, and this state of things has persisted for the last 50 years.

Speaking in the House of Commons on May 15th of this year, Mr. Neville Chamberlain, the Minister of Health, said that although these figures persisted throughout the country, they were not universal.

In certain places we could find much lower figures, that is, where there was the most careful ante-natal and post-natal supervision, and where the people themselves had the greatest opportunities of learning what was necessary for them to preserve their health and the life of their infants.

Education Needed.

According to Sir George Newman, Chief Medical Officer of Health of the Ministry of Health, "Englishwomen are not yet accustomed to ante-natal care or to accepting child-bed away from their own homes." It follows that there is pressing need for education of public opinion.

Besides its main function, the clinic does much useful work in giving advice as to the general hygiene, dietary, exercise, rest, and so forth, which the future mother needs, and in aiding her to mitigate the many minor discomforts of pregnancy.

Classes are often held for young women to train them for motherhood, and teach them something of infant care and management. The mother may be visited when necessary in her own home by the health visitor, who can advise her what preparations to make and can ascertain what, if any, assistance she needs to supplement her own resources.

Saving Children.

Moreover, if only ante-natal supervision and treatment were available for every case of expectant motherhood, a great social evil could be mitigated. The majority of infants born of diseased parents, who grow up blind, deformed, deficient in mind and body, and become a burden to the community, could be reared into normal men and women.

Experienced social workers throughout the country realise how deep-rooted is the prejudice among young mothers against medical supervision during pregnancy. The post-natal clinics are fairly well used, but most ante-natal clinics are hardly used at all relatively to the population of the district.

A changed public opinion is required to give full effect to the complete maternity service which the Ministry of Health holds out as its ideal.

The Minister of Health is setting up a committee of inquiry into the causes of maternal mortality. Meanwhile, on behalf of the New Health Society, we appeal to the mothers and the future mothers of the nation to make the fullest use of facilities which already exist for their care, both before and after the birth of their children, and we shall press for a united public opinion which will enable the authorities to increase and strengthen clinic facilities in the less progressive districts.

Helpers Wanted.

The New Health Society desires to pay a grateful tribute to national bodies such as the National League for Health, (Continued on next Column).

LADY OXFORD AND MISS PICKFORD.

ABOVE LONDON IN A SKIP.

SEEING A FILM MADE.

London, May 31st.

Lady Oxford and Miss Mary Pickford visited Lota-road Power Station, West Brompton, S.W., yesterday afternoon. Mr. Anthony Asquith was taking there the final scenes for the film which he is directing, called "Underground."

When they arrived, Mr. Asquith waved to them from the dizzy heights of the skip of a crane, which had carried him and his camera man to the level of the roof of the power station, over the canal.

Down came Mr. Asquith through the air to greet his mother and Miss Pickford, and before many minutes his visitors had entered the big iron skip and were in turn being swung heavenwards. Knots of workmen stared in amazement to see "the world's sweetheart" and Lady Oxford in a receptacle normally used for loads of wood or stone or machinery.

Lady Oxford and Miss Pickford quitted the skip to step across planks projecting from an aperture in the top story of the building, where they were seen, tiny distant figures, chatting with the workmen. Mr. Asquith and his camera man once more swung out over the canal to photograph the daring descent of a man on a hanging rope from the roof, down the side of the building. This scene was performed several times until satisfaction was obtained.

A Thrilling Climax.

Another exciting scene in which the crane's skip featured was secured. The hero, whose legs were seen from below to be projecting dangerously from the skip, was struggling overhead with unseen assailants.

A cry from those below, his legs dangled yet further into space, and he fell hurtling through the air, almost the whole height of the huge power station, to the canal below. The body hit the water with a terrific smack and several onlookers cried out and rushed forward to the canal edge. A voice said, "It's a dummy." Another voice said, "No, those were real legs."

As to whether it were a dummy or not, filmgoers who see "Underground" with its exciting climax of a running fight over, and in, and out of the power station will be able to judge. That it was a thrilling scene no one will deny.

Lady Oxford and Miss Pickford chatted to Miss Nora Baring, a witty and grimy little figure, and to Mr. Cyril McLaglen, who are taking part in the film, before bidding affectionate farewells to Mr. Asquith, who was almost as grimy as his actors.

Mr. Asquith spent many months studying films in Hollywood, chiefly in Miss Pickford's and Mr. Fairbanks' studios, before he came home and apprenticed himself to the business of film production in which he has made so rapid a rise.

Maternity, and Child Welfare, and to the devoted workers who for a generation and more have done so much towards saving the life and health of mothers and infants.

To supplement their valuable services the New Health Society is concentrating its resources on this vital problem. Will those who desire to assist us in our task, financially and otherwise, communicate with the General Secretary of the New Health Society at its offices, 30, Bedford-square, London, W.C.1?

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILEBOET	MAKASSAR, JAVA	In Port	3rd July	AMOT, N. CHINA
TJISONDARI	BATAVIA	5th July	8th July	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJIKINI	MAKASSAR, JAVA	16th July	18th July	AMOT, SHANGHAI, KEELUNG
TJIKEMBANG	BATAVIA	19th July	22nd July	AMOT, SHANGHAI, KEELUNG
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Baron Ruthven, British str., 1,904 tons, Capt. A. MacDonald, from Calcutta, which port she left on June 13th, with a cargo of coal, lying at buoy No. B31.—Gibb, Livingston & Co.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Canton, with a general cargo, lying at buoy No. B33.—Shun Tai S.S. Co.

Hiram, Norwegian str., 1,109 tons, Capt. S. B. Eliassen, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C17.—Thoresen & Co.

Keweenaw, British str., 1,580 tons, Capt. E. M. Gellie, from Bangkok and Hoihow, with rice and general cargo, lying at buoy No. A30.—B. & S.

Manila Maria, Japanese str., 5,910 tons, Capt. N. Ohno, from Nagasaki, which port she left on June 27th, with 394 tons of general cargo, lying at Kowloon Wharf.—O.S.K.

Saarlucken, German str., 3,333 tons, Capt. H. Grant, from Shanghai, which port she left on June 23rd, with a general cargo, lying at buoy No. A6.—Melchers & Co.

Sikiny, French str., 4,287 tons, Capt. Remise, from Shanghai, which port she left on June 27th, with a general cargo, lying at buoy No. A5.—Messageries Maritimes.

Tai Poo Set, French str., 1,219 tons, Capt. Paul Maternati, from Fort Bayard, with a general cargo, lying at buoy No. C41.—Shun Cheong S.S. Co.

Taiyuan, Japanese str., 4,583 tons, Capt. H. Sigita, from Sakito, which port she left on June 24th, with a cargo of coal, lying at buoy No. B34.—Y.K.K.

Tena, British str., 1,331 tons, Capt. E. H. Histed, from Hoihow, with a general cargo, lying at buoy No. B34.—B. & S.

Tjinalak, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A24.—J.C.J.L.

July 2nd.

Antiochia, British str., 5,780 tons, from Singapore, which port she left on June 27th, with a general cargo, lying at Hoihow Wharf.—B. & S.

Azumama, Japanese str., 2,909 tons, Capt. I. Ogawa, from Miike, which port she left on June 28th, with a cargo of coal, lying at buoy No. B35.—M.B.K.

Chinese Prince, British motor ship, 3,850 tons, Capt. B. Morrison, from New York and Keelung. The latter port she left on June 30th, with a general cargo, lying at buoy No. A1.—Furness (Far East).

Coblentz, German str., 9,449 tons, Capt. W. Reher, from Hamburg, which port she left on May 16th, with 700 tons of general cargo, lying at Kowloon Wharf.—Melchers & Co.

President Taft, American str., 8,415 tons, Capt. K. A. Ahlin, from Manila, which port she left on June 30th, with 2,500 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Proletaria, British str., 6,118 tons, Capt. T. W. Quirk, from Tacoma and Miike. The latter port she left on June 28th, with a general cargo, lying at buoy No. A5.—B. & S.

Sikiny, British str., 1,816 tons, Capt. J. W. Tinson, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

PASSENGERS.

Arrivals.

The following cabin passengers arrived yesterday from Manila by the s.s. *President Taft*. For Hong Kong: Mr. S. B. Albundo, Mr. and Mrs. Allix, Mr. J. C. Changeux, Capt. Geo. R. Ford, U.S.A., Mr. Robt. C. Giffin, Jr., Mr. L. T. Gonzales, Miss Carolina Gonzales, Mr. M. Jamapoula, Mr. John D. Koh, Mr. C. Y. Pasang, Mr. R. Sakhrani, Mr. and Mrs. Jacques Thibaud. For Shanghai: Mrs. Helen R. Blum, Miss Marian Blum, Master Herbert Blum, Mrs. James Carberry, Mrs. Ruby Cowley, Mrs. Marie Donohoo, Mrs. Hazel Davies, Miss Elizabeth Davies, Mrs. Francis McKilbey, Miss Francis McKilbey, Master Wm. McKilbey, Mrs. Anna N. O'Leary, Mrs. Mary Ogelsby, Miss Virginia Ogelsby, Mr. and Mrs. W. T. Sullivan, Mr. Assey Strok, Mrs. Elizabeth Wagner, Miss Jean Wagner, Mrs. T. A. Warham, Mrs. Luch Walker, Master M. Waller, Mrs. Mary Waynard. For Kobe: Mr. Frank A. Diekhoff. For Yokohama: Mr. B. H. Lydon. For San Francisco: Mr. Wm. H. Fonger. For Seattle: Mr. C. Fonger, Master Burton Fonger, Mr. Alexander Gerner, Mrs. H. Gilhouser, Miss Margaret Gilhouser, Mr. W. Jurgensen, Comdr. R. V. Lowe, U.S.N., Mrs. R. V. Lowe, Mr. Wm. McGinnis, Mr. N. C. McClelland, Mr. C. C. McKnight, Mr. M. L. Stephens. For Los Angeles: Mr. E. A. Aced, Mr. J. J. Gallagher, Miss Alice Gallagher, Rear-Admiral S. E. W. Kittelle, U.S.N., Mrs. S. E. W. Kittelle, Master John Kittelle, Miss Nancy Kittelle, Lieut. Col. J. E. Potter, U.S.N., Mrs. J. E. Potter.

After a nine years' trance in the West India Docks the schooner *Sophie*, known all along decades as the mystery ship because of her prolonged idleness, has come to life. To celebrate the event she has changed her name to *Mynnie R. Kirby*, after the six years old daughter of her new owner, Capt. A. R. T. Kirby, before sailing on a voyage of adventure to the South Seas.

Capt. Kirby is a skipper and an adventurer who loves life for the sake of living. He is a mariner of some experience, too, and also a daring aviator. A little thing like a crash on Good Friday from 3,000 feet does not put him off.

He is taking a baby monoplane to the South Seas in his schooner. "You see," he said, "it folds up small, does 30 miles to the gallon, and is far the best way to visit my friends."

When I got on board everybody was busy. Commander Edred had care of the arrangements for ballast. Mr. Cunningham Browne as the mate was investigating the best stowage so that it should not shift. He showed me the hold where Sir Torquil Munro was trimming. I admired the old oak timbers. The *Mynnie R. Kirby* will sail from Southampton in September, bound for the South Seas via the (Continued on next column).

"HOODOO" SHIP SUNK.

LONG SERIES OF MISHAPS.

"HAUNTED" AND SHUNNED BY CHINESE.

SHANGHAI, June 25th.

Somewhere in the Pacific to-morrow the jinx ship of the Yangtze will go to a watery grave, says a *United Press* message.

In Chinese seafaring circles there will be general rejoicing for the "jinx ship," they say, has cost the lives of nearly 100 men.

Built in 1909, the vessel was christened the *Hai Ling* and put into the up-river trade. On her maiden voyage from Shanghai to Hankow she ran aground. On the return trip a boiler exploded. Eleven men died.

On her third trip the Chinese second mate ran amuck, shooting and killing five sailors and wounding three others. The ghosts of the dead sailors henceforth haunted the ship, superstitious Chinese insist.

The worried owners of the vessel summoned a Catholic priest and with the aid of holy water rechristened the ship *Loy Sing*. Half-way down from Hankow, at Nanking, an epidemic of smallpox broke out and nine died.

Disaster and misfortune followed in the wake of the vessel. Three times her name was changed. It became almost impossible to obtain a crew. Those who did work on the ship were paid three times as much as ordinary seamen. Even then the crews used to desert with great regularity.

Then came the greatest blow of all. In 1927 the ship was carrying Chinese troops upriver. They quarreled and a fight started. More than 100 men were killed in that bloody struggle on the broad bosom of the Yangtze.

The despairing owners removed the ship from service. A few weeks ago, after having spent thousands of dollars in rebuilding her, the ship was loaded with silks and—under a changed name once more—left Hankow.

Night fell on the first day out. A tongue of flame suddenly shot out of the hold. The vessel was on fire. Putting in to shore, the crew battled the flames for hours. They saved the ship but lost the cargo.

In desperation the owners brought the vessel to Shanghai and advertised an auction. No bidders came.

Thoroughly exasperated and influenced somewhat by a plea of the Chinese Seamen's Union, officials of the company owning the ship decided to have her towed out to sea and sent to the bottom.

To-morrow is the day.

Panama Canal. Details of her voyage have not yet been decided; skipper and crew do not even know how long they will be away.

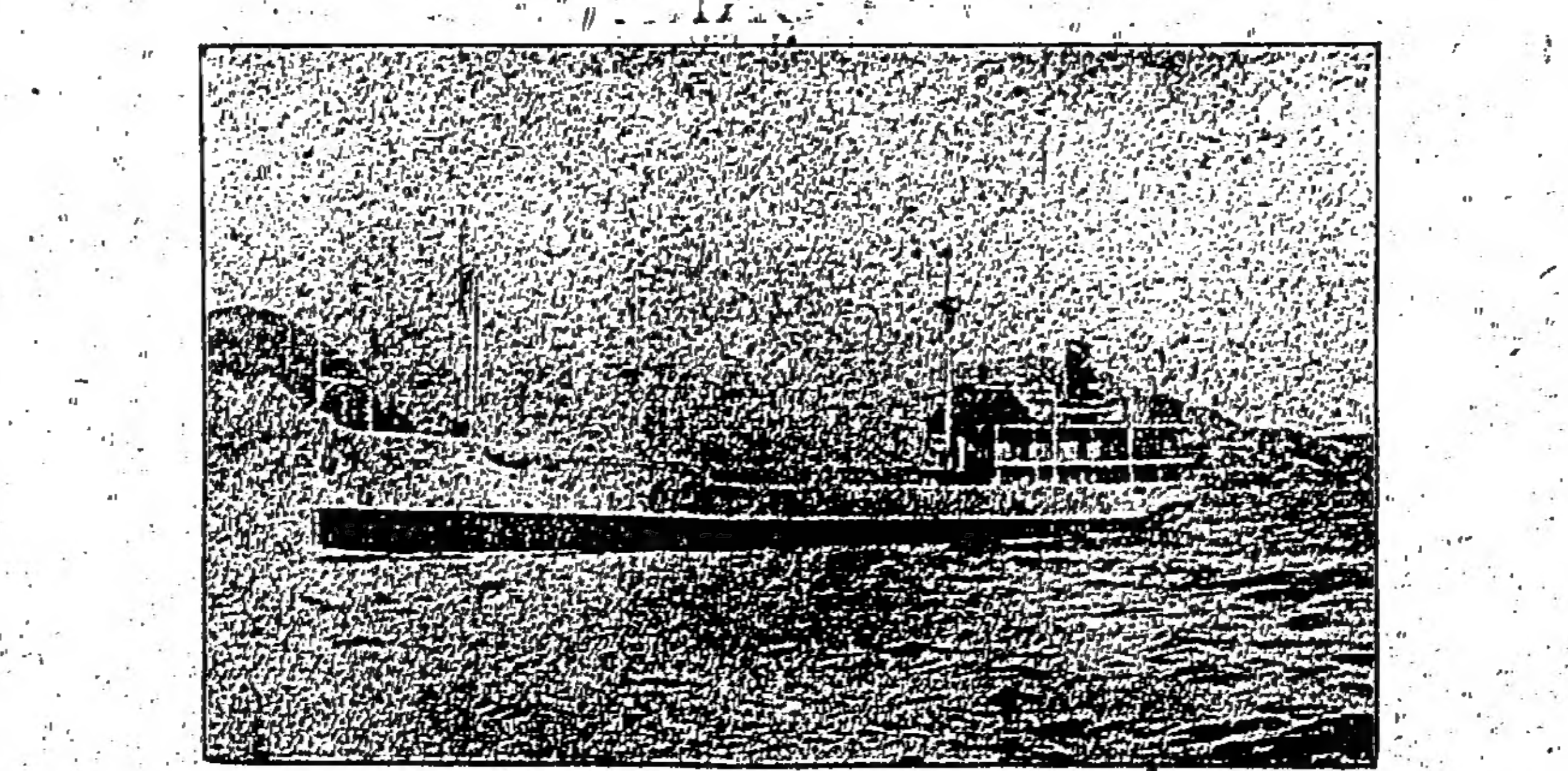
"Pleasure or business?" I asked. "Both," said the skipper. "I'm going to be the floating stores of the South Seas. He added: I am taking out mirrors, potato peelers, powder puffs, everything I can think of, and on reaching an island I shall spread a white awning for—d—sign that the white man will do trade.

Then we exchange our wares for mother of pearl, copra, and molasses. The crew are all volunteers, unpaid, and share in the adventure and the profit.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



TWIN SCREW MOTOR VESSEL "PALAWAN."

Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. Osborn, Manila, for service in the Philippines.

Please address enquiries to the Chief Manager,
R. M. DYER, JR. & CO., M.I.N.A., Kowloon Dock, HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TEINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Wed., 4th July, at Noon
	"HANGSANG"	Sun., 8th July, at Noon
	"FOUSHING"	Wed., 11th July, at Noon
	"CHAKSANG"	Sun., 15th July, at Noon
OSAKA via AMOY, MOJI & KOBE	"FOOKSANG"	Fri., 6th July, at 7 a.m.
OSAKA via AMOY, SHAL, MOJI & KOBE	"HOSANG"	Fri., 13th July, at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUTSANG"	Fri., 20th July, at 7 a.m.
	"NAMSANG"	Fri., 3rd Aug., at 7 a.m.
CANTON	"HANGSANG"	Tues., 3rd July, at 6 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Tues., 3rd July, at 3 p.m.
SINGAPORE	"SUISANG"	Fri., 6th July, at 3 p.m.
BANDEKAN	"MAUSANG"	Satur., 7th July, at 3 p.m.
TIENTSIN	"CHEONGSHING"	Sun., 8th July, at 7 a.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "FEMBROKESHIRE"	(via Oran)	11th July
Steamship "GLENSHANE"	(via Oran)	10th Aug.
Motor Vessel "GLENOGLE"	(via Oran)	7th Sept.
Steamship "CARMARTHENSIRE"	(via Oran)	6th Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARDIGANSHIRE"	...	13th July
Motor Vessel "GLENOGLE"	...	20th Aug.
Motor Vessel "GLENAMOY"	...	10th Aug.
Steamship "CARMARTHENSIRE"	...	20th Aug.
Motor Vessel "GLENGARRY"	...	1st Sept.

For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

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FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Imar"	...	departure 11th July
Pass. S.S. "COBLENZ"	...	departure 29th July
Freight S.S. "Grandon"	...	departure 11th August
Pass. M.S. "FULDA"	...	departure 24th August
Freight S.S. "Ludwigshafen"	...	departure 31st August

Passenger steamers sailing via Manila and Ports to Genoa.
Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles.
Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)
Japan (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:
Cabin class ... \$75.00. Intermediate class ... \$45.00.

Freight S.S. "Ludwigshafen"	...	due here 18th July
Pass. M.S. "FULDA"	...	due here 30th July
Freight S.S. "Oder"	...	due here 15th August

MELCHERS & CO.,

AGENTS, HONG KONG.
Telephone C. 4537. 8, Chester Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COASTPORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOY & FOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAINING	...	Tuesday, the 3rd July, at 3 p.m.
HAICHONG	...	Friday, the 6th July, at 3 p.m.
HAICHONG	...	Tuesday, the 10th July, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Fochow (Passage Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers

CLEARANCES.
July 2nd.
Cheungong, for Shanmi.
Ching, for Manila.
Ching, for Shanghai.
Devawongse, for Swatow.
Hang Sang, for Canton.

Hydrangea, for Swatow.
Manila Maria, for Saigon.
President Taft, for Shanghai.
Puriri, for Shanghai.
Saarlucken, for Manila.
Sinkiang, for Amoy.
Tak Ling, for Amoy.
Winghong, for Hongkong.



—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPERESS OF RUSSIA"
4th JULY, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES

£130, £115, £110, £105, £100, via SAN FRANCISCO.

£440, £420 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINTO MARU (Calla Nagasaki) ... Tuesday, 10th July

SIBERIA MARU (Calla Keelung) ... Tuesday, 24th July

TAIYO MARU ... Wednesday, 8th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KAMO MARU ... Saturday, 14th July

KATOBI MARU ... Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU ... Wednesday, 25th July

MISHIMA MARU ... Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Wednesday, 11th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Port.

KAMAKURA MARU ... Thursday, 12th July

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 3rd July

KAKO MARU ... Saturday, 14th July

LIVERPOOL via Port Said, Genoa & Marseilles.

DURBAN MARU ... Wednesday, 11th July

CAIRO via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Monday, 9th July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th July

SHANGHAI, KOBE & YOKOHAMA.

TOTTONI MARU (Mojit direct) ... Tuesday, 3rd July

CEYLON MARU ... Friday, 6th July

KASHIMA MARU ... Monday, 9th July

KAWACHI MARU (Kobe direct) ... Tuesday, 10th July

+ Cargo only. Subject to alteration without notice.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchanges to all Dept.).

A HOLIDAY IN INDO-CHINA

SPECIAL CHEAP TRIPS TO SAIGON

S.S. "LYEEMOON" ... sailing on or about 4th July

S.S. "PROMINENT" ... sailing 7th July

These vessels, fitted with all latest modern improvements, are being placed on the HONG KONG—SAIGON run, and will take first-class passengers at specially reduced fares for a holiday in the fascinating territory of Indo-China.

RETURN TRIP - 17 DAYS

9 to 10 Days on Shore.

FARES: A DECK—Return ... \$100.

B DECK—Return ... \$ 90.

Indo-China offers many attractions for a short holiday. The Ruins of Angkor are one of the Seven Wonders of the World. Splendid Big Game Shooting.

Passenger Agents—THOS. COOK & SON, LTD.

For further particulars apply to

WO FAT SING.

Telephone: C. 6. 31, WING LOK STREET. [6188]

Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

EXCEPTIONALLY GOOD CARGOES.

TWELVE BRITISH ARRIVALS.

Twenty-eight arrivals and ten departures were recorded for the 24 hours ended at 9 a.m. yesterday, and of these twelve arrivals and four departures were British vessels.

The general cargo returns for both Hong Kong and through ports showed very heavy increases, with a large portion of the total cargoes contributed by British vessels. Although not the best cargo carriers, two British vessels figured amongst the ships with the best returns.

Twenty-four vessels discharged 30,095 tons of cargo for this port, and ten British vessels contributed 19,050 tons, with five returns of over 3,000 tons.

The best cargo returns were shown by the a.s. *Taiyo Maru* with 6,900 tons of coal from Wakamatsu and Sakito, and the a.s. *Baron Thutara* (British) from Calcutta with 4,830 tons of coal.

Through freights showed a fine figure of 38,684 tons, carried by fourteen vessels, and seven British ships carried 13,633 tons. The French vessel *St. Kiang* from Vladivostok and Shanghai was the best carrier with 9,137 tons, while the a.s. *Puriri* (British)—a new arrival—carried 8,050 tons of sugar from Sourabaya and Samarang.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	12	4
German	2	0
French	2	1
American	1	0
Dutch	1	0
Norwegian	1	1
Japanese	4	2
Chinese	5	2
Total	28	10

VESSELS EXPECTED.

Australian-Oriental Line.

Taiping, July 10th.

Changteh, August 7th.

Bank Line.

City of Pekin, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Khartoum, August 4th.

City of Halifax, August 17th.

City of Khio, September 1st.

City of Lincoln, September 14th.

City of Eastbourne, October 10th.

British-India and Apcar Line.

Takada, to-morrow.

Takada, July 9th.

Takada, July 10th.

Takada, July 18th.

Takada, July 28th.

Takada, August 8th.

Canadian Pacific Line.

Empress of Asia, July 9th.

East Atlantic Co., Copenhagen.

Peru, July 10th.

Danmark, July 12th.

Siam, July 20th.

Java, July 22nd.

Eastern and Australian Lines.

Arafura, July 9th.

Tanda, August 6th.

St. Albans, September 3rd.

Blue Funnel Line.

Proteus, to-day.

Philoctetes, July 8th.

Lycan, July 10th.

Hector, July 11th.

Ningchow, July 17th.

Khazanor, July 20th.

Achilles, July 21st.

Perseus, July 24th.

Talthybius, July 24th.

Theseus, July 28th.

Dardanus, July 27th.

Demeter, July 30th.

Hellerophon, August 6th.

Phenix, August 8th.

Glaucus, August 7th.

Calchus, August 11th.

Teucer, August 14th.

Automedon, August 17th.

Elpenor, August 22nd.

Sarpedon, August 23rd.

Tyndareus, September 2nd.

Urester, September 7th.

Euryphus, September 8th.

Eurylochus, September 9th.

Mendacus, September 14th.

Maclaus, September 18th.

Patroclus, September 20th.

Atalanta, September 23th.

Matoppe, September 20th.

Titan, October 1st.

Adriatic, October 17th.

Antenor, October 19th.

Glen Line.

Pembroke, July 11th.

Cardigan, July 13th.

Glenage, July 20th.

Glenamoy, August 10th.

Glenarthmore, August 10th.

Glenagarry, September 1st.

Hamburg-Amerika Line and

Hugo Stinnes Linie.

Oldenburg, July 7th.

Saarland, July 19th.

Uarda, July 27th.

Heidelberg, August 7th.

Scheer, August 22nd.

Carl Legien, September 4th.

Java-China-Japan Line.

Tjisondari, July 3th.

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Tjikini, July 10th.

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DAILY WATERFRONT NEWS.

THE S.S. "PURIRI"

NEW BRITISH ARRIVAL FROM JAVA.

[BY LONGSHOREMAN.]

Listed amongst the vessels arriving here during the 24 hours ended at 9 a.m. yesterday was the British vessel a.s. *Puriri* from Sourabaya and Samarang. This is her maiden voyage here, and the local agents are Messrs. Java-China-Japan Line. She is registered at London as a British vessel and is commanded by Captain Arthur H. Davis, with 29 British and 27 Asiatics in her crew.

The vessel carried a cargo of sugar, of which 2,503 tons were discharged at this port. She also carries 8,050 tons of the same cargo for ports beyond the Colony. Incidentally this vessel was the best British carrier for through ports.

She was built in 1915 at Flessenburg, her gross tonnage being 9,047 tons, while her net tonnage is given at 7,412 tons. She is listed in Lloyd's as a four-masted vessel.

Her dimensions are—Length 475.6 feet, Width 60.9 feet and Depth 33.0 feet.

This vessel did not carry any passengers.

Large Tree Trunk Seen At Sea.

The a.s. *Puriri* (British) from Sourabaya and Samarang reports that a large tree trunk was seen floating in a position Lat. 3 deg. 25 min. S. and Long. 108 deg. 4 min. E.

Death From Heart Failure.

The master of the a.s. *Mau Sang* (British) which arrived here from Sandakan and Singapore reports that a Chinese deck passenger died from heart failure during the voyage.

Asiatic Dock Passengers.

Sixteen vessels brought 2,083 Asiatic dock passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Marine Court Of Inquiry.

In a notification at the Harbour Office it is stated that the Marine Court of Inquiry into the sinking of the a.s. *Kochow* will be resumed at 10 a.m. on July 3rd (to-day).

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Yokohama at 5 p.m. yesterday, and is due at Hong Kong on Monday (July 9th) morning. She will sail for Manila at 5 p.m. on Tuesday, July 10th.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.42 a.m.	7.11 p.m.
To-morrow	5.43	7.11
Thursday	5.43	7.11

Princes Line.

Malayan Prince, July 25th.

Swedish East Asiatic Co., Ltd.

Agna, July 11th.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIA, MAURITIUS, EAST & SOUTH AFRICA,

AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PANINSULAR AND ORIENTAL, NIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
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